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It's Best to look to BERNARDS

No. 166, 14th YEAR, APRIL, 1968

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IN CIRCULATION

—And very welcome too, at H.M.S. Dryad, is Wren Dawn Standing, of Chelmsford (Essex). The belief that an informed Service is a more efficient one gets full encouragement at the establishment. In order to ensure that "Navy News" is available to everyone, Wren Standing and Wren Mary Jones, of Dalton-in-Furness (Cumberland) go round in stand-easy time.

"The 'customers' seem pleased to see us," says Wren Standing.

Receiving his copy (above) is L/Sea Richard Whitehead, of Netley Abbey (Southampton).



LAUNCHING OF REVENGE

The fourth, and last, of the Navy's Polaris submarines was launched at Birkenhead on March 15, the naming ceremony being performed by Lady Law, wife of Vice-Admiral Sir Horace Law, Controller of the Navy.

In common with other Polaris submarines, the new ship — H.M.S. Revenge — will have two commanding officers and two crews, Port and Starboard.

Cdr. J. B. L. Watson will be in command of the Starboard crew and Cdr. W. I. Morrison, the Port crew.

LUXURY QUARTERS

Accommodation is of the highest standard, with the—compared to old conventional submarines—of unlimited fresh water for showers, cooking, and a fully-equipped laundry for the full crews of 143 officers and men.

With the completion of Revenge, all of Britain's Polaris force will become operational by 1970.

The latest Revenge will be the tenth in the Royal Navy to bear this famous name. The first, launched at Deptford in 1577, was the ship that carried Sir Francis Drake during the fight against the Spanish Armada.

She was sunk after Sir Richard Grenville's epic battle off the Azores in 1591.

The ninth ship was the battle-

ship, armed with eight 15-inch guns, which joined the Grand Fleet in 1916, and fought at Jutland. She was scrapped in 1948.

Nuclear disarmers staged a protest during the launching incident, but six other people were removed from the shipyard.



ROWNER APPOINTMENT

The first Community Officer has been appointed for the Rowner naval estate near Gosport. He is Instr. Lieut.-Cdr. W. P. Crossley, whose home is nearby at Alverstoke, and who has been teaching since he left the Navy a short time ago.

In his efforts to "bring Rowner to life," Lieut.-Cdr. Crossley should have a community centre by early summer. The building will be similar to the new NAAFI, and the contract is expected to be placed shortly.

HIGH-POWERED ECONOMY COMMITTEE SET UP CHOPPING THE FLEET'S 'TAIL'

A high-powered committee has been set up by the Admiralty to see where the administration can be "axed" to divert the highest possible share of manpower and money into the fighting Fleet.

The "office chairs" of all the Services are coming under scrutiny as part of the pruning operation following the Defence cuts and reshaping of policy.

It will obviously be in the Navy's interest to offer up, rather than have cuts wielded by Whitehall in directions which may not be regarded as in the best interests of Service efficiency.

Britain's financial crisis and the recent White Papers have given great urgency to the most careful assessment of the Navy's budget, and all support organisations will come under close examination.

"Navy News" learns that the committee will consist of most senior officers, with a subsidiary body representative of all sections of the Navy.

Their aim will be to look into the whole field of naval support activities in order to identify

specific areas in which reductions can be made without unacceptably impairing service to the Fleet.

This is not the first time the Navy has taken quick action to "put its own house in order."

In the years after the war, the Way Ahead Committee did a similar sort of job as a result of which many shore establishments were closed.

AIR LINER SEARCH

At the request of the Eire Government, the Royal Navy has sent two ships to assist in the search for the wreckage of the Viscount airliner which crashed into the Irish Sea on March 24.

H.M.S. Shoulton, mine hunter, and H.M.S. Clarbiston, minesweeper, were detailed. Shoulton has special mine-hunting equipment which enables her to locate and classify objects on the sea bed with an accuracy and range previously impossible.

On their way to the scene, both ships called at Pembroke Dock to collect equipment.

Tally ho!—Where's the hunt

The Royal Navy has the equivalent of Yeti. Everybody knows about him, some even claim to have seen him ("a while back," of course), but unlike the Abominable Snowman not even footprints can be produced as evidence.

The Navy's Yeti is a fellow bearing the indelible mark of the tattooist's pride—The Hunt scene down his back, with horses and hounds in full cry after a fox just about to go to ground.

In a Parliamentary debate, an admiral was claimed as the most high-ranking bearer of The Hunt, but where is there now—in the Service or outside—any living member of this exclusive "club"?

One who would like to know is the Navy's tattoo expert, Capt. Ronnie Scutt, of the Royal Naval Barracks, Portsmouth.

Dermatologically speaking he has seen everything, and his photographic files form a remarkable collection of tattooing art, humour, and sauce.

But The Hunt escapes him. Time and again in his quest he is told, "I'm sure there is



Surg. Capt. Scutt

a fellow in Eagle—or Hermes, or Triumph, or Lassic, or Daring. . . .

And always the result of prompt inquiries is the same. "No not here I'm afraid—but I have heard there's a fellow in Terror—or Intrepid, or Dreadnought, or Yeovilton, or Kent. . . ."

So does this Navy Yeti exist at all? Capt. Scutt would very much like to find him, though he realises that discovery would still leave one last delicate problem—getting the holder persuaded in front of the camera to uncover his posterior for posterity.

Service pay—some delay inevitable

"There's still hope—but keep your fingers crossed." This was the situation on Service pay at the time that "Navy News" went to press.

Had arrangements gone according to plan, the review now due should have come into effect on April 1, but everything awaits the White Paper, which will set out the Government's latest prices and incomes policy.

There has been no delay or breakdown in the machinery. The 1968 pay facts and figures have been put to the Prices and Incomes Board, and have been under consideration by them, in line with the understanding on two-yearly reviews.

The Prices and Incomes Board are themselves held up

until the White Paper is published, since they will have to work within the framework of whatever Government policy is announced.

It may be expected that the Board, conscious of the significance of April 1 for Service pay, will waste no time in reporting to the Government as soon as possible after the White Paper.

The Government and Secretary of State for Defence will then have to consider the report, but it is not expected that any of this machinery will be allowed to delay matters long.

Postman's knock...

In a world of landlords and schools, of fiancées and sports seasons, everyone married or single likes to know enough of the future to arrange his affairs sensibly. Family men, for reasons that do not have to be spelt out, need to look farther ahead than single men.

Ideally everyone should know of a move several months in advance. Why is it, then, that in real life men so often have to manage with much less than the ideal warning?

Uncertainties about the future affect Drafty just as they affect everyone else. He cannot always be sure of quite important dates, such as those on which

GIVING LONGEST POSSIBLE NOTICE

DRAFTY'S CORNER

ships will commission when events outside naval control cause them to be changed, as they did several times in 1967. Nor can Drafty predict the accidents that befall individuals—all the things that make it necessary to move someone other than the man first chosen to fill a vacancy.

Better notice

All the uncertainties are responsible for one of the paradoxes of drafting which is that if you give generous notice of draft as a matter of routine you have to accept that there will be more crash drafts than if you give rather meagre notice. In the last year or so the

normal notice for a draft overseas for General Service ratings has gone from four to five months, and for a draft from overseas to Port Service or Home Sea Service from eight to 13 weeks.

Why are we more generous, in terms of warning time, with those about to be separated than with those about to be united? Would it not be better to give everyone five months' notice? Better—yes, but not yet practicable.

To an outside observer the drafting process is continuous, for men are for ever relieving other men who are for ever taking the place of others.

How it starts

But what looks from a distance like a continuous smooth process is from close-up a series of small single movements, each like a still from a movie.

In a system like ours, designed to share fairly the jobs abroad, there simply is no better place to begin.

Once it has been decided that Jock McTavish from Cochrane is the man to fill a billet in Rover in a week in September, 1968, Drafty knows that a vacancy in Cochrane will occur into which a Scot completing his foreign service leave in the same week can go.

At the beginning of each chain of movements is the vacancy that occurs in the overseas Navy. All such vacancies have to be taken together month by month and the process of picking sailors to fill them is called "filling the overseas bill."

Coming home

All right, you say, but why can't you order the draft to Cochrane as soon as you have blotted your signature on the order sending McTavish to Rover? Why the gap between five months and three months?

First of all, not all the contenders for the job in Cochrane can be known so far in advance. To select only from those who are known then would be unfair to the others.

Then it is a sad fact that if Jock McTavish has an accident, or fails his medical, or has any of 101 other things happen to



"Ideally everyone should know of a move several months in advance. . . ."

him, someone from somewhere else will go to Rover and the expected vacancy in Cochrane will not occur.

Long-range drafting of this order cannot easily be combined with success in the struggle to put men where they want to go.

Indeed extending notice from eight to 13 weeks has made this part of Drafty's job more difficult.

It is for this sort of reason (and others for which there is no space here) that to his great regret Drafty still gives less notice to homecomers than he would like to give.

Men in ships returning from abroad like to know their future while they are still in the Far East. When they think of notice they think in terms of the date of arrival in the U.K.

But Drafty has to think about the date they will be available for the next draft, which may be several months after arrival at a Home Port. So the availability date minus 13 weeks may be within a week or so of putting on a blue uniform.

Men who have been abroad with their families need to know of their next draft even farther ahead than those who have been unaccompanied.

Such men earn 75 days' leave, and need another eight weeks or so, say four-and-a-half months in all, as the bare minimum on which they can plan a family move allowing for vagaries in flight dates.

If they are given three months' notice there is a real risk of doing them out of one whack of Disturbance Allowance without enabling them to save expense, and this risk Drafty is at pains to avoid.

However, when, as sometimes happens, the plot is clear enough for a draft order to arrive in time to be helpful, then it is sent.

There are those who argue that if all men can't be given long notice, none should.

This argument gets scant sympathy in Haslemere, where the aim is to do the best that can be done in the very different circumstances that surround the drafting of each of 56,000 individual men.

List of Ships for which C.N.D. will be issuing Draft Orders during May, 1968

Trials Crews	To Join
Kedleston (P.S. and H.S.S. in continuation) . . .	Nov., 1968
Kellington (P.S. and H.S.S. in continuation) . . .	Nov., 1968
Main Parties	
Chawton (F.S.C.) . . .	Nov., 1968
Andromeda (G.S.C.) . . .	Nov., 1968
Albion (F.S.C.) . . .	Nov., 1968
Whitby (G.S.C.) . . .	Nov., 1968
Plymouth (G.S.C.) . . .	Nov., 1968
Hermione (G.S.C.) . . .	Nov., 1968
Berry Head (L.F.S.) . . .	Nov., 1968

An interesting item in the latest issue of the commissioning forecast is the commissioning at Belfast on July 2 of H.M.S. Endurance as an ice patrol ship.

Endurance is the converted Danish ship Anita Dan. She is to replace the aged H.M.S. Protector, now on her 13th successive winter in the Antarctic.

H.M.S. Protector, built between August, 1935, and December, 1936, is not mentioned in the forecast, and the inference is that she will now be "retired".

APRIL
AJAX (G.P. Frigate). April 2 at Chatham. General Service Commission (Phased). Home/East of Suez (FE). (Captain's Command.) U.K. Base Port, Chatham.

ROTHESAY (A/S Frigate). April 9 at Rosyth for trials (ex Dockyard Control). Port Service. Commissions June 6.

LONDON (G.M. Destroyer). April 25 (tentative date) at Portsmouth. General Service Commission (Phased). Home. Flagship of Flag Officer (Fliotillas) Western Fleet. U.K. Base Port, Portsmouth. (A.)

DUNDAS (A/S Frigate). April 26 at Chatham for trials. Home Sea Service. Commissions June 21 for Portland Squadron. (A.)

MAY
LINCOLN (A/D Frigate). May 2 at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

HARDY (A/S Frigate). May 20 at Gibraltar. LRP complement. Local Foreign Service.

ROTHESAY FLIGHT. May 20 at Portland. General Service Commission. U.K. Base Port, Portsmouth. Wasp.

EXMOUTH (A/S Frigate). May 30 at Chatham. Home Sea Service for special trials. U.K. Base Port, Chatham.

JUNE
ROTHESAY (A/S Frigate). June 6 at Rosyth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

LEOPARD (G.P. Frigate). June 20 at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Portsmouth.

DUNDAS (A/S Frigate). June 21 at Gibraltar Home Sea Service. Portland Squadron. U.K. Base Port, Chatham. (A.)

GURKHA (G.P. Frigate). June 21 at Rosyth. LRP complement. Port Service.

JULY
HERMIONE FLIGHT. July 1 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

ENDURANCE (Ice Patrol Ship). July 2 at Belfast. General Service Commission. Home/South Atlantic and South America. U.K. Base Port, Portsmouth.

NUBIAN (G.P. Frigate). July 4 at Portsmouth (tentative date). General Service Commission. Home/East of Suez (ME) (Phased). (Captain's Command.) U.K. Base Port, Portsmouth. (B.)

ANDROMEDA (G.P. Frigate). July 24 at Portsmouth for trials. Port Service. Commissions November 11.

AUGUST
BRINTON (M/H). August 1 at Devonport for trials. Commissions September 26 (E).

RELENTLESS (A/S Frigate). Early August for trials. Port Service. Base Port and place of commissioning under consideration.

BRIGHTON (A/S Frigate). August 5 at Chatham for Special Refit (DY Control). Port Service.

FALMOUTH (A/S Frigate). August 12 at Rosyth for Special Refit (DY Control). Port Service.

GAVINTON (M/H). August 15, at Chatham for trials. Commissions October 10 (E).

PHOEBE (G.P. Frigate). August 22 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home (Captain's Command). U.K. Base Port, Chatham.

PHOEBE FLIGHT. August 22 at Portland. General Service Commission. Wasp. U.K. Base Port, Chatham.

PLYMOUTH FLIGHT. August 22 at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

WISTON (C.M.S.). August 30 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

BERRY HEAD (Maintenance ship). August at Portsmouth (tentative) (for trials). Port Service. U.K. Base Port, not yet decided.

SEPTEMBER
BILDESTON (M/H). September 5 at Rosyth for trials. Port Service. Commissions October 30.

PUNCHSTON (C.M.S.). September 11 (tentative date). at Gibraltar. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

PLYMOUTH (A/S Frigate). September 26 at Chatham for trials. Port Service. Commissions November 28.

CHICHESTER (A/D Frigate). September 26 at Chatham. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Chatham.

BRINTON (M/H). September 26 at Devonport. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

YARMOUTH (A/S Frigate). September 30 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

OCTOBER
BURNASTON (C.M.S.). October 4 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

BEACHAMPTON (C.M.S.). October 4 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

YARNTON (C.M.S.). October 4 at Singapore. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

Protector on her last ice job

This is the latest commissioning information available, and details which have appeared in previous issues of Navy News must be disregarded.

rain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

BERRY HEAD (Maintenance ship). August at Portsmouth (tentative) (for trials). Port Service. U.K. Base Port, not yet decided.

SEPTEMBER
BILDESTON (M/H). September 5 at Rosyth for trials. Port Service. Commissions October 30.

PUNCHSTON (C.M.S.). September 11 (tentative date). at Gibraltar. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

PLYMOUTH (A/S Frigate). September 26 at Chatham for trials. Port Service. Commissions November 28.

CHICHESTER (A/D Frigate). September 26 at Chatham. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Chatham.

BRINTON (M/H). September 26 at Devonport. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

YARMOUTH (A/S Frigate). September 30 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

OCTOBER
BURNASTON (C.M.S.). October 4 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

BEACHAMPTON (C.M.S.). October 4 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

YARNTON (C.M.S.). October 4 at Singapore. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

JUPITER FLIGHT. October 7 at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

ANDROMEDA FLIGHT. October 7 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

BRERETON (M/H). October 8 at Portsmouth for trials. Port Service. Commissions December 17. (E).

GAVINTON (M/H). October 10 at Chatham. Foreign Service (Middle East) 9th M.C.M. Squadron. (E).

DEVONSHIRE (G.M. Destroyer). October at Portsmouth. LRP complement. Port Service.

MINERVA (G/P Frigate). October 24 at Chatham. General Service Commission (Phased). Home/East of Suez (ME)/Home. U.K. Base Port, Chatham.

BILDESTON (M/H). October 30 at Rosyth. Home Sea Service. 1st M.C.M. Squadron. U.K. Base Port, Rosyth.

NOVEMBER
CHAWTON (C.M.S.). November 1 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron. (E).

KEDLESTON (M/H). November 7 at Devonport for trials. Port Service. Commissions January 3, 1969.

ANDROMEDA (G.P. Frigate). November 11 at Portsmouth. General Service Commission. Home/East of Suez (FE). (Captain's Command.) U.K. Base Port, Portsmouth.

KELLINGTON (M/H). November 14 (tentative date) at Chatham for trials.

Port Service. Commissions January 17, 1969.

MINERVA FLIGHT. November 18 at Portland. General Service Commission. Wasp. U.K. Base Port, Chatham.

ASHANTI FLIGHT. November 18 at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

ALBION (Cdo Ship). November 20 at Singapore. Foreign Service East of Suez (FE). U.K. Base Port, Portsmouth (A).

WHITBY (A/S Frigate). November 26 at Portsmouth. General Service Commission. U.K. Base Port, Portsmouth. (C.)

PLYMOUTH (A/S Frigate). November 28 at Chatham. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Devonport.

HERMIONE (G.P. Frigate). November at Portsmouth. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Portsmouth.

BERRY HEAD (Maintenance Ship). November at Portsmouth. Local Foreign Service.

DECEMBER
EURYALUS (G.P. Frigate). December 16 at Devonport. General Service Commission (Phased). Home/East of Suez (FE). (Captain's Command.) U.K. Base Port, Devonport.

BRERETON (M/H). December 17 at Portsmouth. Foreign Service. Middle East. 9th M.C.M. Squadron. (E.)

826 SQUADRON. HERMES. December (tentative date) at Culdrose. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

S.A.R. FLIGHT HERMES. Late 1968 at Culdrose. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

ZEST (A/S Frigate). December (tentative date). Reserve crew. Port Service. Base Port and place of commissioning under consideration.

JANUARY, 1969
KEDLESTON (M/H). January 3 at Devonport. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

FIFE (G.M. Destroyer). January 14 at Chatham. General Service Commission. Home/East of Suez (FE)/Home. (Phased). U.K. Base Port, Chatham.

KELLINGTON (M/H). January 17 at Chatham. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

SIRIUS (G.P. Frigate). January at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Portsmouth.

FIFE FLIGHT. January at Portland. General Service Commission. Wessex. U.K. Base Port, Chatham.

RELENTLESS (A/S Frigate). January (tentative date) at Portsmouth. Reserve crew Port Service.

EAGLE (Carrier). January/February at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

S.A.R. FLIGHT. EAGLE. January at Culdrose. Whirlwind. U.K. Base Port, Devonport.

ASHANTI (G.P. Frigate). January 30 at Portsmouth for trials. Port Service. Commissions March 27.

FEBRUARY
GALATEA (G.P. Frigate). February at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE)/Home. (Captain's Command.) U.K. Base Port, Portsmouth.

ESKIMO (G.P. Frigate). February at Portsmouth. General Service Commission (Phased). Home/East of Suez (ME). U.K. Base Port, Portsmouth.

CAPRICE (Destroyer). February at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Portsmouth.

SALISBURY (A/D Frigate). February (tentative date) at Devonport. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Devonport.

JUPITER (G.P. Frigate). Mid February at Devonport. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Devonport.

LONDONDERRY (A/S Frigate). February 20 at Rosyth for trials. Port Service. Commissions May 1.

MARCH
ASHANTI (G.P. Frigate). March 27 at Portsmouth. General Service Commission. Home/East of Suez (ME)/Home. U.K. Base Port, Devonport.

ESKIMO FLIGHT. March at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

APRIL
GLAMORGAN (G.M. Destroyer). April 21 at Devonport. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Devonport.

TARTAR (G.P. Frigate). April at Gibraltar. LRP complement.

MAY
LONDONDERRY (A/S Frigate). May 1 at Rosyth. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Portsmouth.

INTREPID (Assault Ship). May (tentative date) at Devonport. Home Sea Service/Foreign Service from date of sailing. East of Suez (FE). U.K. Base Port, Devonport. (A.)

CAVALIER (Destroyer). May at Devonport. General Service Commission. Home/West Indies (Phased). U.K. Base Port, Devonport.

GLAMORGAN FLIGHT. May (tentative date) at Portland. General Service Commission. Wessex. U.K. Base Port, Devonport.

JUNE
HAMPSHIRE (G.M. Destroyer). June at Rosyth. LRP complement.

BACCHANTE (G.P. Frigate). June (tentative date) at Newcastle. General Service Commission. Home/West Indies. (Captain's Command.) U.K. Base Port, Portsmouth.

JUNE
HAMPSHIRE (G.M. Destroyer). June at Rosyth. LRP complement.

BACCHANTE (G.P. Frigate). June (tentative date) at Newcastle. General Service Commission. Home/West Indies. (Captain's Command.) U.K. Base Port, Portsmouth.

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H.M.S. TARTAR AT MAURITIUS

When Mauritius became independent last month, H.M.S. Tartar was present, wearing the flag of the Commander, Far East Fleet.

Tartar left the United Kingdom on November 7, 1967, for her visit to Far East waters. Her two previous commissions had been spent in the West Indies.

Over a quarter of the ship's company had not been abroad before, and the stops at Gibraltar, Freetown and Simons-town were just "made" for them.

Christmas was spent at Mauritius, being berthed alongside. Hurricanes Belinda and Carmen—one of which posed a serious threat to the Christmas Day celebrations—gave cause for concern, but did not spoil the five-day visit.

The ship's next port of call was Mombasa from where many of the ship's company took part in private safaris and leave "up country".

Lieut.-Cdr. R. H. Fox took a party of three on a climbing tour of Mount Kenya, the team reaching the summit of Point Lenana, 16,355 ft., one of the more difficult peaks in the area.

Tartar was invited to send a cricket team to the annual cricket festival at Nairobi, and 15 took part in the three-day tour.

A surfeit of shandy, which was provided about every three-quarters of an hour, nearly cost Tartar the first day's match, but a generous decision on the part of the home team enabled the ship to win by three wickets. Lieut. R. M. H. Bawtree scoring 95 not out.

Two other matches were lost, but not by a great margin.

'Big Cat' with a history of claws



H.M.S. Leopard, 13th of the line in the Royal Navy

The present H.M.S. Leopard, the anti-aircraft, anti-submarine frigate, is the 13th of that name to serve in the Royal Navy.

Built in H.M. Dockyard,

Portsmouth, and launched on May 23, 1955, she is the "name-ship" of the "Big Cat" class of frigates. Her close relatives are the Lynx, Jaguar and Puma.

Another one, the Panther, intended for the Royal Navy, was

ORDERS FOR POSTCARDS

Postcard photographs of H.M.S. Leopard, or any of the previous ships in the series may be obtained from "Navy News" Postcard Department, 13 Edinburgh Road, Portsmouth. Each card costs 1s, including postage.

Readers may send 1s. in stamps or a postal order for each card, or a 12s. postal order or cheque to cover a year's supply, sent on publication.

Albums to hold 64 postcards may also be obtained, price 10s., including postage.

The full list of ships is as follows:

Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Darling, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland,

Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Campbelltown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Achéron, Leyburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadwood, R.F.A., Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Ocean, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursa, Woolaston, Dundas, Fearless, Manxman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless, Fife, Intrepid, Dampier and Aisne.

transferred to the Indian Navy and renamed Brahmaputra.

The first Leopard was a 34-gun ship built in 1635. The third one must have had a busy time, for she was awarded the following battle honours—Lowestoft (1665), Four Days' Battle (1666), Orfordness (1666), Solebay (1672), and Texel (1673).

NELSON'S FLEET

The seventh, a 4th rate, wrecked in 1814, was with Nelson's fleet in 1801, and the tenth, a frigate of 1850 saw service in the Baltic (1854), and the Black Sea (1855).

The 11th Leopard, a destroyer, was built in 1897, seeing service in the First World War before being sold in 1919.

In the Second World War an ex-French destroyer was named Leopard and used in 1940.

Primarily designed for the protection of convoys against aircraft, the present Leopard can be used for anti-submarine work and as a medium-type of destroyer.

MISSILES LATER

The displacement of the Leopard class is 2,250 tons (full load). Length (o.a.) is 339 ft. 8 in., and the beam is 40 ft.

As designed Leopard had four 4.5 inch guns in twin turrets, a 40 m.m. AA gun and a three-barrelled Squid A/S mortar. The AA mounting will eventually be replaced by Seacat ship-to-air guided missiles.

The ship's complement is 10 officers and 195 ratings.

Commissioning forecast

(Continued from page 2)

VIDAL (Survey Ship). June. LRP complement at Chatham.

LOWESTOFT (A/S Frigate). June at Chatham for trials. Port Service. Commissioning August, 1969.

ENDURANCE (Ice Patrol Ship). End June at Portsmouth. 50 per cent. of ship's company. General Service Commission.

JULY

CHARYBDIS (G.P. Frigate). July (tentative date) at Belfast. General Service Commission. U.K. Base Port, Portsmouth.

AUGUST

ANTRIM (G.M. Destroyer). Mid-

August at Glasgow (tentative). General Service Commission, Home/East of Suez (FE). U.K. Base Port, Portsmouth.

PUMA (G.P. Frigate). August at Devonport. General Service Commission Home/East of Suez (FE). (Phased). U.K. Base Port, Devonport.

LOWESTOFT (A/S Frigate). August at Chatham. General Service Commission, Home/East of Suez (FE). U.K. Base Port, Chatham.

SCYLLA (G.P. Frigate). August at Devonport for trials. Port Service.

NOTES.—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The terms "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phase-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards (B)—Cooks (S) other than P.O. Cook (S) all Cooks (O) and all Stewards (C)—Cooks (O) and Stewards only (D)—Cooks (S) other than C.P.O. and P.O. all Cooks (O) and all Stewards (E)—Leading Cooks (S) and Stewards only. (F)—Cook (S) and Steward only.

A beautiful water colour by Harold J. Woods, exhibited at the Royal Academy in 1922, showing H.M.S. Victory shortly before she was laid up, has been acquired for the Victory Museum.

PAY DAY CHANGE

As from the beginning of the 1968/69 financial year, the traditional Friday pay day of the Navy is to be altered.

In order to simplify routine pay ledger work, ratings' payments will in future be made twice monthly.

Each payment will be one-eighth of the total pay due during the four-monthly ledger period.

Dates of payments will be promulgated each year, but where a pay day falls on a Monday or a Friday, it may be made on the following Tuesday or preceding Thursday if this is more convenient administratively, or to the advantage of the ship's company.

Standard pay days for the rest of the year are: April, 5 and 19; May, 3, 17 and 31; June, 14 and 28; July, 15 and 31; August, 15 and 30; September, 13 and 30; October, 15 and 31; November, 15 and 29; December, 13 and 30.

BANK ACCOUNTS

It has also been decided that chief petty officers serving in shore establishments which operate bank accounts may, if they wish, have their pay sent monthly to their bank.

Advancements to 'chief'

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer, or Chief Mechanician rate:

TO CPO
839299 N. D. Glover, 838859 R. W. Andrews, 795793 K. D. Curtis, 661013 S. F. G. Spence, 245689 L. E. Booker, 835647 A. J. Batchelor, 843801 G. A. Blackburn, 836822 J. R. Couch, 843964 D. Allport, 843101 G. W. Cripps, 836518 A. Dunn, 848344 J. Treloar, 661387 R. E. Forsyth, 846825 M. T. Titchener, 760233 R. Stewart, 875549 O. Butler.
TO MAA
833677 T. W. Wilkinson, 760362 J. E. Sturt, 646303 P. B. Lee.
TO CPO Wtr
890813 E. G. Edwards, 904379 S. R. A. Colley.
TO CPO CA
896992 D. P. Daly, 896227 A. F. Stidver.
TO CPO Ck(S)
866462 P. T. G. Colldrey.
TO CPO STD
870663 M. A. Watts.
TO CPO Ck(O)
842678 M. P. Spriggs, 850774 J. E. Chinn, 817063 D. Graham.
TO A/CERA
857462 R. S. Wild.
TO CHM(E)
891383 G. Pitts-Drake, 859630 J. W. G. Staines.
TO A/Ch CEL Mech
908243 C. N. Nicholls.
TO A/Ch OEL Mech
955921 J. Gallagher.
TO Ch REL
946712 P. A. F. Knights.
TO CRS
820301 K. Scanlan, 661773 D. Blatherwick, 660340 A. E. T. Hassell.
TO CCY
778070 D. J. Patterson, 905165 D. Clayton.
TO Ch Med Tech
555645 D. Twigg.
TO A/CA Mech (O)
L/FX 906786 D. V. Ormston.

To Ch AF (AE)
L/FX 838308 L. Pomfret, L/FX 813514 J. L. Longmire, L/FX 823297 A. Wearing.
To CA (Phot)
L/FX 858924 J. R. P. Clayton.
To A/CEA (Atr)
L/F 956443 R. J. Munday.

EXCHANGES OF SHIPS

The following ratings are anxious to exchange ships. Anyone interested should write to the applicants direct. In accordance with Defence Council Instruction 1151/65, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

M. J. Stead, A/LOEM, S. O's WEOW, Ship's Diver, 280 Mess, H.M.S. Collingwood. On draft to Nubian (G.S.C.) to join July 4 at Portsmouth. Will exchange for either LFS or HSS draft.

M. Rowland, AB (FC2) H.M.S. Ark Royal, detailed H.M.S. Nubian (G.S.C.) July. Will exchange for similar draft to Devonport based ship.

K. Foster, EM 2/c, 14 Mess, H.M.S. Keppel, B.F.P.O. (Ship's) wishes to recategorise from Ordnance EM to Control EM. A Control EM wishing to change to Ordnance EM should contact EM Foster.

H. F. Harrington, COEA(O), H.M.S. Neptune, Clyde Submarine Base, wishes to change to CCEA(O). Any CCEA(O) wishing to change should contact CPO Harrington.

R. Mason, AB (FC2), 5 Mess, H.M.S. Whitby, now on Home Sea Service, reverting to General Service Commission in October, wishes to exchange with rating in H.M.S. Sea Eagle.

J. D. Cain, LME(E), H.M.S. Penelope (U.K. Base Port, Devonport), will exchange with similar rating serving in a Portsmouth based ship.

J. R. L. Thomas, Supt l/c H.M.S. Bellerophon, being drafted Lochinvar June 13 "over six months," requires exchange for similar job Portsmouth area.

J. Richards, Std. H.M.S. Glamorgan on general service commission wishes to change ships with rating serving in smaller ship, e.g. frigate on general service commission or minesweeper on foreign service commission.

E. J. Hills, LS (GL1)(A), H.M.S. Neptune, Faslane, on draft to H.M.S. Forth for local foreign service in Singapore to date June 1, will exchange for any small ship anywhere.

POINTS LEADERS ON THE ROSTERS

The following table shows the total points of the man at the top of each advancement roster as at March 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

The points totals have now been adjusted to take account of the merit points awarded on November 30, 1967.

Defence Council Instructions 156/68 shows roster states adjusted to May 31, 1967 only, (September for F.A.A. rosters), and care should be taken not to compare the figures given in the D.C.I. with those shown below.

Rating lacking seniority, VG conduct, or medically unfit have been omitted.

CPO	PO	LS
2190	407	Int
Ch Smkr		
892		
CPO Wtr	PO Wtr	L Wtr
1698	339	349

CPO SA	PO SA	LSA
1794	468	286
CPO Ck(S)	PO Ck(S)	L Ck(S)
1800	1430	495
CPO Std	PO Std	L Std
2178	823	Int
CPO Ck(O)	PO Ck(O)	L Ck(O)
2394	1014	266

MAA	CERA	Ch M(E)	Ch Shpt	Ch CEA/Ch	CE Mech	Ch Ck(E)/Ch	O EI	CREA/Ch	REI Mech	Ch REI	CPO MA	CCY	CRS	CRS (W)	Int
1676	498	2152	Dry	Dry	Dry	Dry	0 EI	Dry	Dry	1390	634	1472	1946		
1676	498	2152	Dry	Dry	Dry	Dry	0 EI	Dry	Dry	1390	634	1472	1946		

CH OEA/Ch	OE Mech	PO Ck(E)/PO	O EI	LCM/LO	EM	PO REI	PO MA	CV	RS	RS (W)	LRO(T)	LRO(G)	LRO(W)
Dry	Dry	Dry	Dry	Dry	Dry	Dry	Dry	528	520	525	387	387	Dry

CAA(AE)	CAA(O)	CAM(AE)
Dry	Dry	Dry
CAM(O)	CEA(Atr)	CREA(Atr)
Dry	Dry	Dry
Ch EI Mech	Ch REI Mech	
(Atr)		
Dry	Dry	
CAF(AE)	POAF(AE)	LAM(AE)
2541	1000	Dry
CAF(O)	POAF(O)	LAM(O)
2435	725	789
CA(AH)	POA(AH)	LA(AH)
2194	1468	198
CA(SE)	POA(SE)	LA(SE)
1153	1164	Int
CA(Phot)	POA(Phot)	LA(Phot)
1252	934	423
CA(Met)	POA(Met)	LA(Met)
1509	525	463
ChEI(Atr)	POEL(Atr)	LEM(Atr)
2214	313	85
ChREL(Atr)	POREL(Atr)	LREM(Atr)
2298	249	Dry

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TWO MORE LEANDERS

Charybdis (21) and then Bacchante (22)

Two more Leander class frigates were launched at the end of last month, bringing the total of this class now in service, or building, to 22.

On February 28, H.M.S. Charybdis was named and launched at the Belfast shipyard of Harland and Wolff. The next day H.M.S. Bacchante took the water at the Walker yard of Swan Hunter, part of the newly formed Tyne Shipbuilding Group.

Lady Hill-Norton, wife of Vice-Admiral Sir Peter Hill-Norton, the Vice Chief of Naval Staff, named Charybdis, and Lady Twiss, wife of Vice-Admiral Sir Frank Twiss, the Second Sea Lord, performed this function for Bacchante.

ARMAMENT

All the Leanders (displacement 2,800 tons, full load) have two 4.5 inch guns in a twin mounting forward, and a Sea-cat quadruple launcher in Naiad and later ships.

The main anti-submarine weapon is a Limbo three-barrelled depth charge mortar.

A Wasp helicopter, armed with homing torpedoes, is carried. Long range air warning radar is fitted in all Leanders.

As with other ships of the class a high standard of living accommodation has been achieved both in Charybdis and Bacchante. This includes bunk sleeping, separate dining halls, and cafeteria messing.

The complement is 17 officers and 246 ratings, and their operational spaces and mess decks are air conditioned.

The Tyne Shipbuilding Group building Bacchante is also building the guided missile destroyer H.M.S. Norfolk and the Type 82—H.M.S. Bristol.

MYTHOLOGY

Charybdis was a monster which inhabited a whirlpool in the Messina Strait. Bacchante was a priestess of Bacchus, or a woman who joined in the Bacchanalia—the feasts in honour of Bacchus.

Should Bacchante ever be in the Messina Strait after a good run ashore, those on board will never know whether it is the after effects of the run, or whether Charybdis is in the vicinity, when their heads start to ache.

'Go ahead' decision for Ark Royal refit

Saying that it made "economic as well as military sense," the Defence Secretary, Mr. Denis Healey, announced on March 4 that the refit of H.M.S. Ark Royal at Plymouth would continue.

Over £20 million has already been spent on the refit.

The news has given great satisfaction not only in Plymouth (where widespread unemployment might have followed the cancellation of the refit) but, as might be expected, throughout the Navy.

PHANTOMS FOR ARK

It had been intended that H.M.S. Eagle should also have an extended refit, but it has now been decided that her refit will

be limited, and she will continue to operate Sea Vixen aircraft.

Ark Royal will carry the Phantom aircraft, the only one of the Navy's three carriers to do so.

Mr. Healey also stated that both Eagle and Ark Royal will continue to operate until the withdrawal from east of Suez is complete in 1971-72.

The Ark Royal decision will give the Fleet Air Arm the most modern fighter available for the important phasing-out period, and is the culmination of a battle which has gone on behind the scenes since the January cuts were announced.

Now that H.M.S. Victorious is no longer in commission, the Royal Navy has only three carriers in service—Ark Royal, Eagle, and Hermes.

The Government, it is learned, is prepared to consider offers for Victorious.

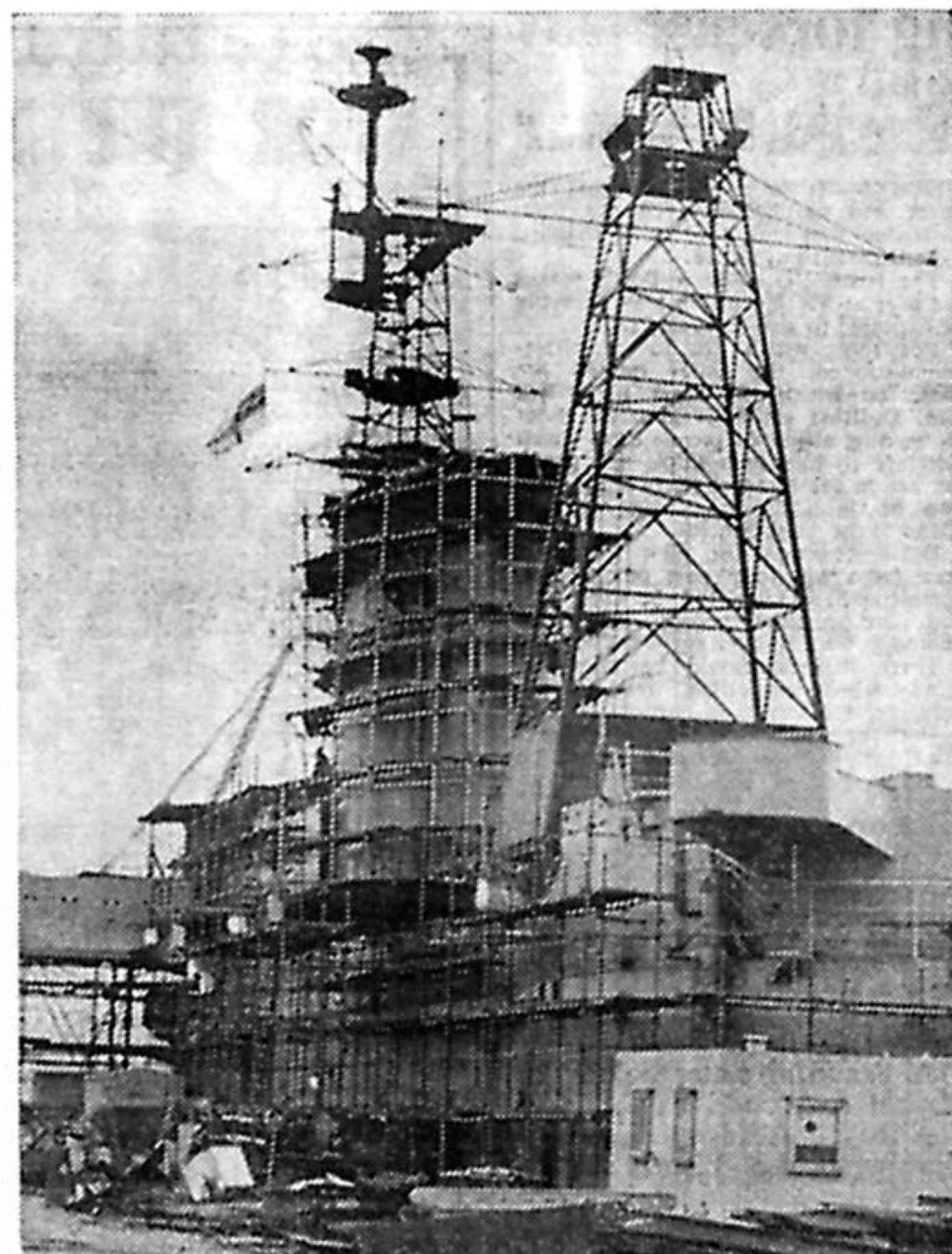
DEAR BUY

Mr. Reynolds, Minister for Defence, Administration, says that he must point out to prospective purchasers that the ship is more than 30 years old, and that a large amount would have to be spent in order to get a long period of use out of her.

While this is so, Victorious was rebuilt in Portsmouth Dockyard, July, 1950, to January, 1958, further refits taking place in 1962/3 and 1965.

Until the fire which caused serious damage last year, Victorious was expected to start a full commission this year.

Believe it or not—H.M.S. Ark Royal, swamped in dockyard clutter, but cheerfulness aboard now that the refit is to be completed



Ready for launching at Belfast, Charybdis was named by Lady Hill-Norton, wife of the Vice Chief of Naval Staff, Vice-Admiral Sir Peter Hill-Norton



Navy to have new patrol frigate?

The Vosper Thornycroft Group, in collaboration with Yarrows, of Scotstoun, has been awarded a contract worth £100,000 for the design of a patrol frigate.

The frigate will be the first British warship built as all-gas turbine engine—the pattern of the future.

It is the first time that a commercial firm has been asked to carry out a design study for a British warship.

The design calls for a ship of about 2,000 tons, very fast, and carrying a 4.5 inch gun, Sea-cat guided missiles, and a helicopter.

ENGINE—25,000 h.p.

The patrol frigate will have a marine version of the Concorde's Olympus engine, developing 25,000 h.p., and a Tyne engine of 4,500 h.p. for cruising.

These engines are now on trial in H.M.S. Exmouth.

It is likely that the design will be based on the Vosper Mark 7 escort vessel.

The Mark 7 has a top speed of 37½ knots, with a range of 7,000 miles at a cruising speed of 17½ knots.

AUSTRALIAN INTEREST

The Royal Australian Navy has already shown an interest in the new design, and is understood to be making a financial contribution towards it.

A Vosper Mark 7 is to be built for the Royal Libyan Navy at the Vosper-Thornycroft's Woolston yard, the cost, including various spares, being in the region of £6 million.

HERMIONE SWITCH

Following the closure of the firm of Alex Stephen's, of Linthouse, Glasgow, a 200-year-old shipyard with a tradition of building fine ships, H.M.S. Hermione, the Leander class frigate, launched in April, 1967, will be completed by the Clydeside firm of Yarrows.

Laid down on December 6, 1965, Hermione is expected to be completed and to be commissioned in October next.

Her United Kingdom base port will be Portsmouth.

Latest Fawn class takes to the water

The last of the four Fawn class coastal survey craft, H.M.S. Fawn, was launched at the Lowestoft shipyard of Brooke Marine Ltd., on February 29, by Mrs. Sherwin, wife of Mr. C. E. Sherwin, Director of Warship Design in the Navy Department at Bath.

With a displacement of just under 1,000 tons, H.M.S. Fawn, and her class, have a cruising range of over 4,000 miles, which will enable hydrographic survey work to be undertaken in coastal waters anywhere in the world.

Specialised equipment for this task includes the latest echo sounders, a precision ranging radar set, a Decca "Hifix" fixing system, automatic steering, and a new design survey motor boat. The ship's complement is four officers and 34 ratings.



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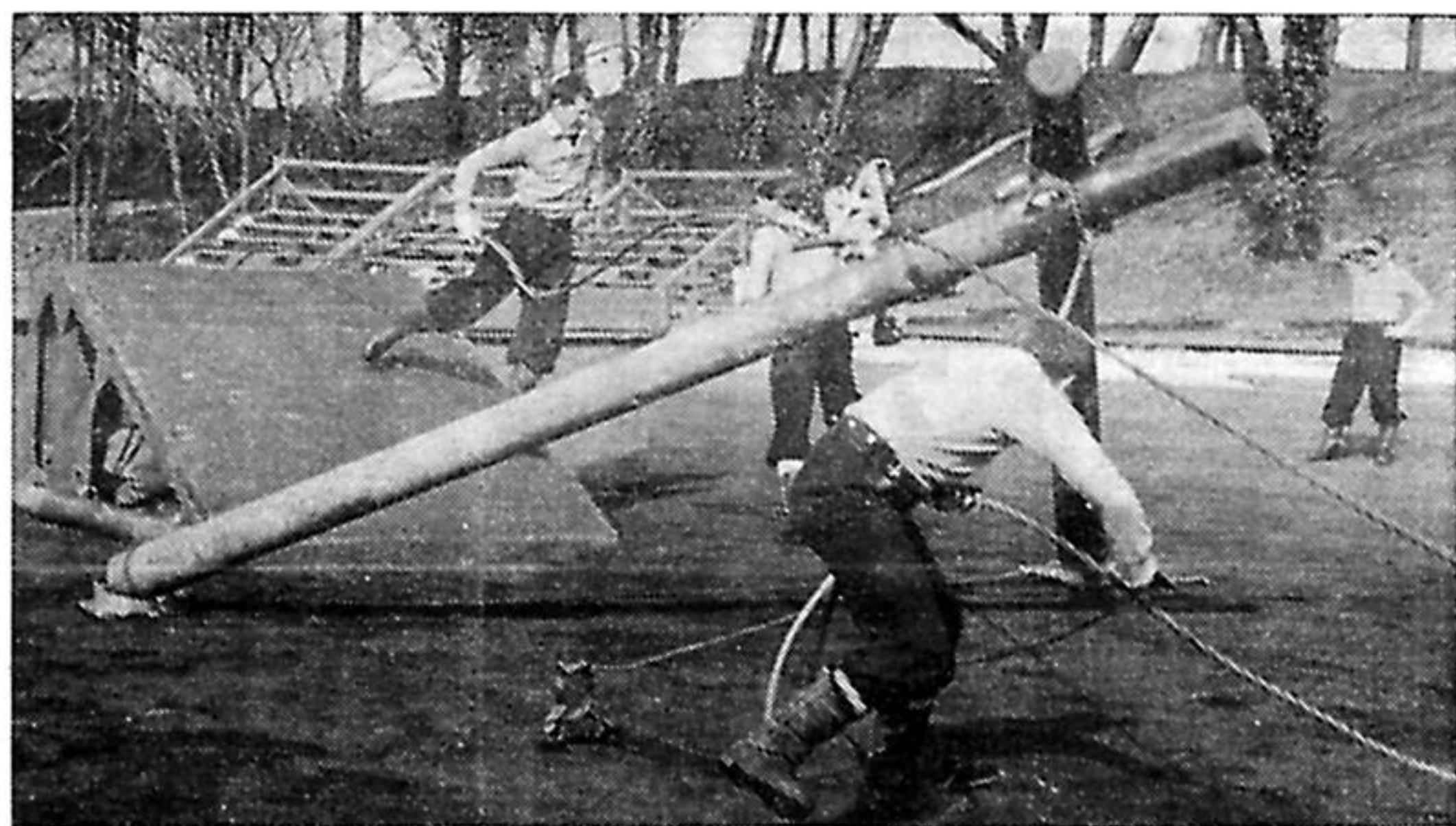
So let's hope it keeps fine for — ?



ABOVE: Why the brolly? Well you know that Guv weather can't even be depended upon to respond to the winning smile of Leading Wren Pat Grace, elected by unanimous choice as Devonport's Miss Field Gun, 1968

LEFT: Gerrrrr over! Guns have to be yelled at before they will respond properly, a fact well known to AA 2 Keith Davidson, of the Fleet Air Arm crew

BELOW: Tense moments across the chasm for NAM Mike Hancock (left), REM Bill Roberts and NAM Mick Sharp (right)



Timber! This could well be the cry as sheer-legs like trees crash about during a trial run by the Portsmouth Command crew

BATTLING FOR FIELD GUN HONOURS

Living on the fat of the land and training like maniacs hounded by demons, three teams are being prepared to do battle in the field-gun tournament at the Royal Tournament, Earl's Court, from June 26 to July 13.

Risking limb if not life in a trial of strength and split-second timing, they hurl a heavy gun piece by piece over a fake wall and across an imaginary hole in the ground.

It all sounds crazy—no doubt it is—but it adds up by popular acclaim to the Tournament's most thrilling spectacle.

The teams themselves emerge at the peak of physical fitness, tough as old boots, and at the pitch of that alertness which must be the aim of every man in a fighting force.

Last year the excitement and suspense was apparent almost to the last run.

The Inter-command cup was won by Air Command with 26 points, but both Plymouth and Portsmouth were only four points behind—equal second.

Engr-Lieut. C. A. Webb, the first non-gunner to be a Portsmouth Field Gun Officer, considers that brain comes in equal proportion to brawn in this tough "sport."

The Portsmouth first trainer

is PO E. J. Clarke, and the second, PO R. Ralph.

At Lee-on-Solent, Lieut. K. H. Ronaldson is the Field Gun Officer, his first and second trainers being CPO J. Broadley and CPO J. Scott.

Training with the Air Command team is Lieut. Leslie Williams, who is planning to sail the Spirit of Cutty Sark single-handed across the Atlantic this year.

The Plymouth Command crew, under the command of Lieut. Dai Price, have feminine support—Miss Field Gun 1968—whose photograph appears on this page.

The first trainer at Plymouth is PO J. Powell; the second CPO J. K. Shelley.



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Zeebrugge 'raid of all heroes'

A Britain struggling from her knees against merciless U-boat warfare was thrilled to her war-weary soul 50 years ago by a Royal Navy exploit outstanding in the history of the Service for incredible dash and gallantry.

"It may well rank as the finest feat of arms in the Great War," wrote Winston Churchill, "and certainly as an episode unsurpassed in the Royal Navy."

The Zeebrugge raid came at a time when the war was entering its fourth year without sign of ending. Introduction of the convoy system was helping to ensure supplies to Britain, but dependence on the sea routes still made the war at sea as vital as the blood-bath of the trenches.

Prefab U-boats

As an important aid to their submarine branch, the Germans were building U-boats at interior shipyards, and delivering them in prefabricated form to Bruges. There they were assembled for moving along the Belgian canals for the open sea at either Zeebrugge or Ostend.

The British plan was to attack both these ports, sink blockships in the canals, and seal off their enemy lair.

From this decision stemmed the raid on April 22/23, 1918, described by Arch Whitehouse in his book "Amphibious Operations" (dedicated to the officers and men of the Royal Marines) as "Murder on the Zeebrugge Mole".

In a "crowded hour" three old cruisers of 1890 vintage, the Thetis, Iphigenia, and Intrepid, were to be sunk to block the entrance to the canal at Zeebrugge.

The mole at Zeebrugge—a crescent-like curving breakwater—protected the sea end of the canal and had spaces for gun batteries, lighthouse, sea-plane hangars and accommoda-

tion for defence personnel.

Nearly a mile long and 80 yards wide, it was protected on the shoreward side by armed barges.

The attack on the mole was intended as a mere diversion while the old cement-filled cruisers were being moved into position.

For this "diversion" an old cruiser, H.M.S. Vindictive, with

dictive close to the mole, the cruiser and Iris landed their troops. The cruiser's landing party was a special 4th Battalion Royal Marines, composed of R.M. Light Infantry and R.M. Artillery.

The landing ramps leading from Vindictive hung four feet above the sea wall, but the raiders, with Lewis guns, grenades, rifles and bayonets

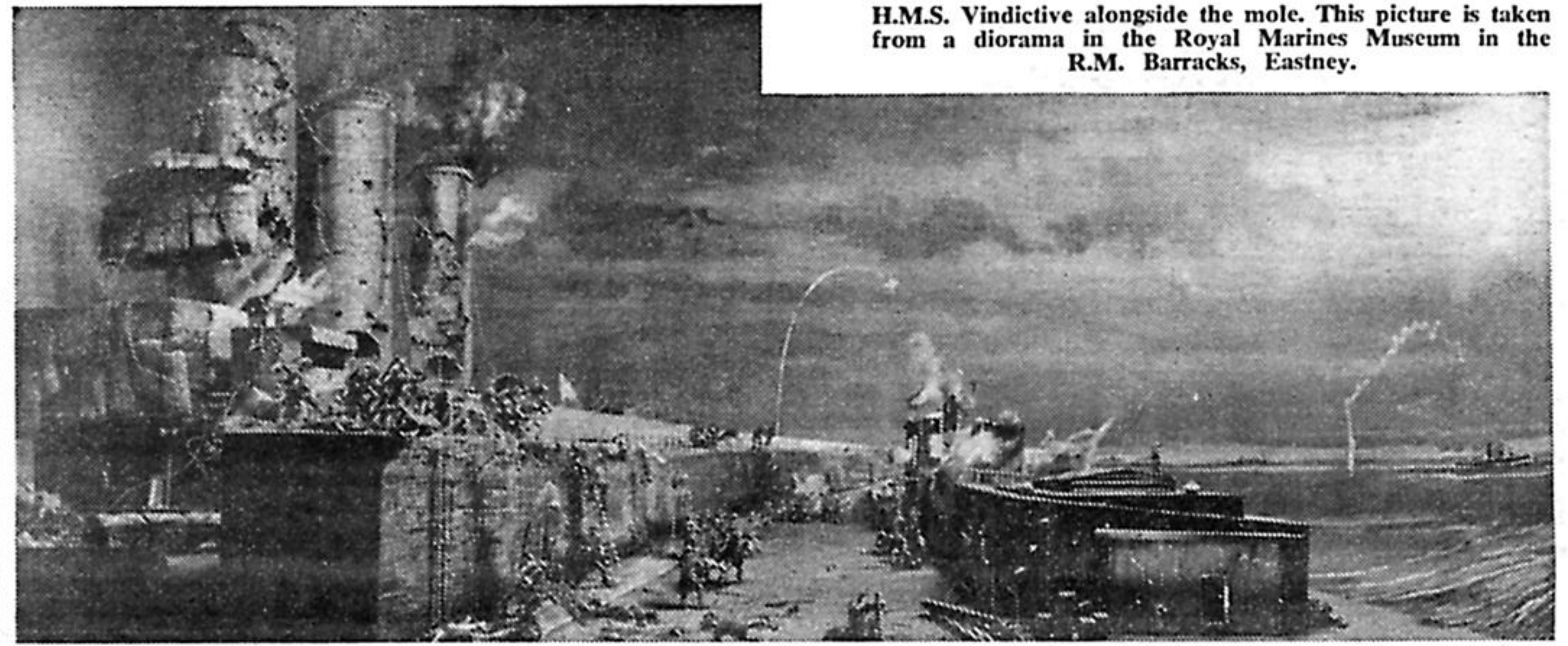
Vindictive, Daffodil and Iris leave the area.

There were many deeds of bravery that night, many awards, including four Victoria Crosses being made, but from the late Norman Finch, who himself gained the highest award, there is a final epitaph—"To my mind every man that was at Zeebrugge that night deserved a row of Victoria Crosses."

Ostend attack

The attack on Ostend is another story, but on the night of May 9/10, 1918, Vindictive led the way to that port and, being manoeuvred into the correct position, was sunk, thus hampering the U-boat operations for many weeks.

H.M.S. Vindictive alongside the mole. This picture is taken from a diorama in the Royal Marines Museum in the R.M. Barracks, Eastney.



two Liverpool excursion boats, Iris and Daffodil, were to be placed alongside the mole.

At the shore side end of the mole was a viaduct, which was to be blocked by the old submarine C.3.

In the dead of night a covering force of destroyers opened up a bombardment on Zeebrugge. Then Vindictive, commanded by Cdr. A. F. B. Carpenter, Daffodil and Iris made for the mole.

Motor boats and launches raced up and down the harbour laying smoke screens and machine-gunning the barges.

With Daffodil holding Vin-

leaped down—against batteries of six-inch guns firing over open sights.

Hail of fire

In the meantime the three old cruisers were at the tip of the mole ready to run into their appointed positions.

Thetis led the way, becoming entangled in the defence nets.

Despite the hail of enemy fire both Intrepid and Iphigenia were taken to their correct scuttling positions and sunk.

The submarine was also sunk under the viaduct.

At about one o'clock Cdr. Carpenter recalled the landing parties, but not until the mole had been cleared of every man who could be removed, did

LAUGHING DOG?



The Royal Marines can train anything to do anything, and if you don't believe dogs can be persuaded to laugh—well, look at the picture.

Oscar, an honorary Marine with 45 Commando at Stonehouse, Plymouth, quarantined since the unit returned from Aden last September, has now rejoined the Corps.

While 45 Commando was in Aden, Oscar, described as "almost a Labrador", wandered into the unit barracks as an unwanted pup, and soon proved his usefulness by his ability to smell out a terrorist from 100 yards.

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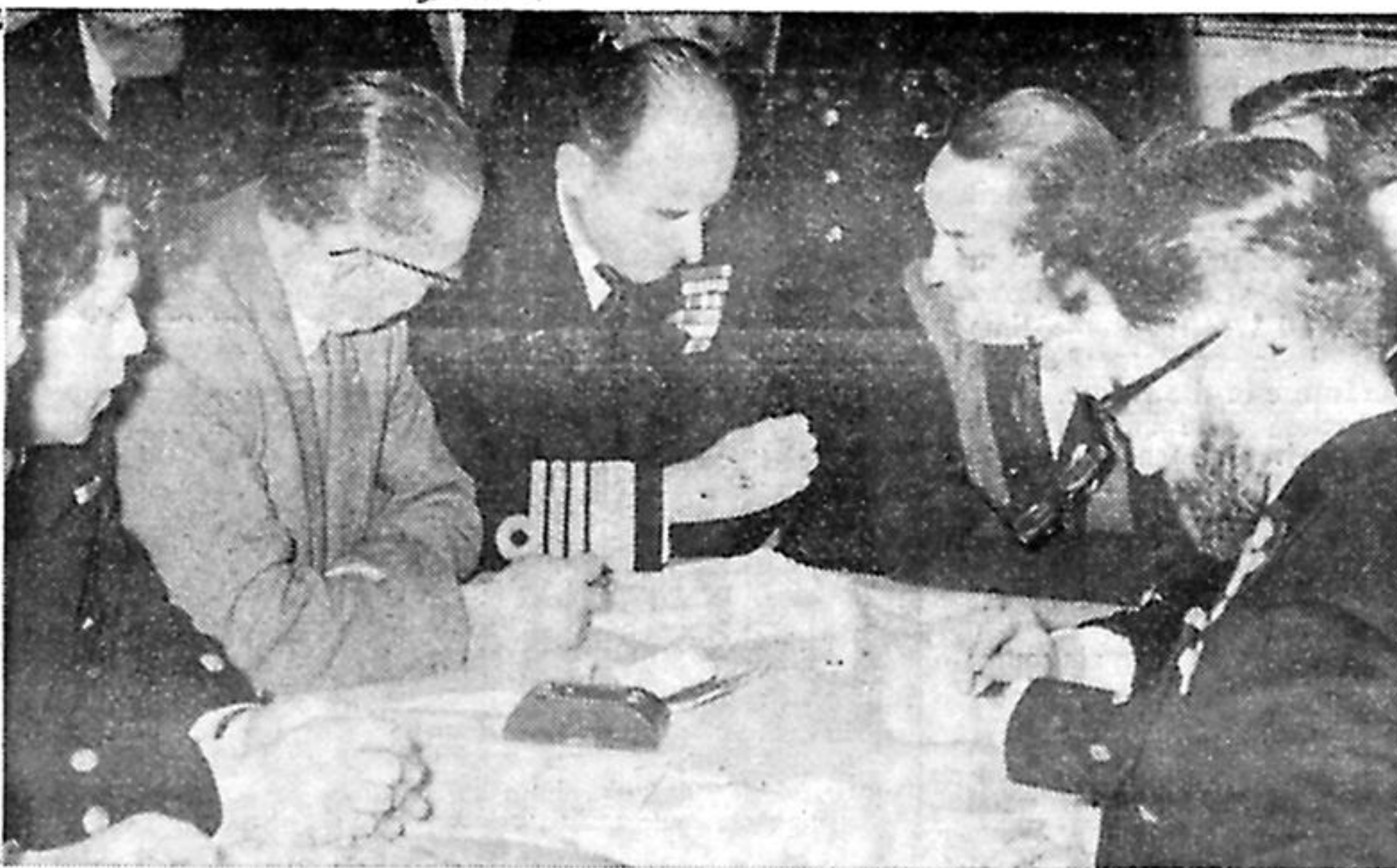
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'GOVERNOR' LOOKS IN

The Commander-in-Chief, Portsmouth, Admiral Sir John Frewen, who is a Governor of the Royal Naval Benevolent Trust, visited the Portsmouth Local Office in March to see, at first hand, some of the work involved.

The Admiral talked with members of the local committee, discussing case work and enquiring about other aspects of the Trust's activities.

The picture shows the Admiral with some of the members—CERA A. Calder; Mr. F. H. Freeborn, pensioner Ch.M(E); Mr. J. H. Mahon, pensioner CPO; Ch.M(E) R. W. Collins.



LETTERS TO THE EDITOR

Are the Navy 'trade certificates' enough?

After listening to a few personnel who are leaving the Service (after time served) to emigrate, I find that not a few are a trifle discontented because, after, say 22 years, all they have to show a potential employer is a History Sheet.

Surely it would be possible for the Service to supply people leaving with a trade certificate? I know it will be argued that they are not tradesmen, but that seems stupid. After five years' training in civvy street you are a tradesman—so after 22 years' training and working in the Navy you are a (?)—surely a tradesman.

PO B. Surtees

H.M.S. Condor, Arbroath.

All men are issued with a trade certificate before release, in accordance with Q.R., Article 1081. Details of the different forms for branches are contained in Appendix X to Q.R.s, Section 3. Seamen, for example, get a certificate giving prospective employers details of the duties and responsibilities of the various seamen ratings.

'Plain' salutes

May I be permitted to reply to Mr. Barry L. Jones who writes in the February issue regarding changes in R.N. practice?

T.C.I.M. No. 91 promulgated by the Training Commander, February 15, 1957, says that when members of the Sea Cadet Corps are in plain clothes, the salute is to be given and returned by raising the hat, or, if uncovered, by saluting with the right hand.

Cadets are still taught to salute in plain clothes if not wearing headgear.

In the training instructions amended by the Training Commander, 1967, "Care of Uniform" states: "Trousers. Turn inside out, lay flat, and roll them. Concertina creases are no longer uniform. If desired trousers may also be hung on a hanger, although they should be turned inside out to retain the side crease."

J. Burrows
(Lieut.-Cdr. S.C.C.)
Warrington, Lanes.

Pension grievance

As a regular reader of "Navy News" one rarely sees comments of any kind about the way in which income tax affects long service pensions, and how a pension can often penalise the recipient in his earning capacity.

The present system is grossly unfair and in urgent need of revision. Many people are under the impression that the pension is added to the amount derived from their civilian occupation, and the total taxed down the scale. That is as it should be, but unfortunately it is not the case.

Any long service pension is classed as "other income" for tax purposes. In my case this means that £162 out of the £208 pension is taxed at 8s. 3d. in the £.

I hope the Royal Naval

Association will acquaint members with the facts, and ask them to join me in putting these points of issue to their M.P.s.

W. R. Gumma
Eastleigh, Hants.

Collision recalled

With reference to the letter quoted in the February issue that "in 1931 H.M.S. Glorious was prevented by fog from rendezvousing with her aircraft," fog certainly had a lot to do with it, but the main reason for not landing on aircraft was that Glorious had been in collision with the French liner Florida, and remained fast in her port side until all passengers were transferred to Glorious. This was on April 1, 1931.

I was serving aboard Glorious

WHEN YOU'RE GOING OUT

'Jobfinders' there to find right places

The reduction in the strength of the Armed Forces must focus attention on the machinery for resettlement in civil life.

For ratings with not less than three years' service with character not less than "Good," there is the Regular Forces Employment Association, founded over 80 years ago, which finds suitable employment for men and women on their release from the Regular Forces.

One in every two of the eligible men and women leaving the Royal Navy and Royal Marines in 1967 was found a job by the Association.

FREE SERVICE

Its services are free, and it exists to help the men and women from the Services, not only when they leave, but during their service as well as for years afterwards.

It works through 44 branches which cover the whole of the United Kingdom.

Each branch is run by an employment officer, often called a "Jobfinder," who has himself been in one of the Services.

The employment officers work closely with the Ministry of Labour, are in constant touch with employers, and are conversant with local conditions.

They can, therefore, offer valuable advice at Resettlement Boards, which they attend regularly, and at interviews.

Particulars of personal de-

then and was one of the "volunteers" detailed to take Florida to Malaga. After Glorious had ripped off the liner's bollards and fairleads, two destroyers then took us in tow (I think they were Verity and Wryneck).

We got into Malaga next day very much down by the bow, but were transferred again at sea to Glorious by destroyer.

W. Gabriel
Bandon, County Cork.

Crest query

Does anyone know the origin and significance of the crest of H.M.S. Salisbury?

C. P. Simmance
Ardingly College,

GOT TOGETHER AT PORTSMOUTH

Together for the first time since last summer, the Dartmouth Training Squadron, H.M. Ships Scarborough, Eastbourne, Torquay and Tenby, visited Portsmouth from March 21 to 26.

Scarborough, Eastbourne and Tenby have been in the Mediterranean recently where, among other duties, Scarborough undertook a high-speed passage the whole length of the sea in order to take part in the search for the Israeli submarine, Dakar.



But look out! You're being watched, as the photographer attended a rehearsal of the H.M.S. Vernon production of "The Wizard of Oz." The Wrens take the part of the Munchkins.

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VOLUNTARY EFFORT



Just before Lieut.-Cdr. G. J. Claydon ended his tour of duty at the U.S. Naval Air Station, Glynnco, Georgia, his wife was honoured by the award of a 600-hour pin in recognition of her exceptional volunteer work with the Navy Relief Society. In the picture, Mrs. Claydon is receiving her pin from Capt. C. H. Dorchester, commanding officer of the U.S. air station. Looking on is Cdr. John T. Goad, senior chaplain and executive secretary of the Navy Relief Society. Lieut.-Cdr. and Mrs. Claydon had been at Glynnco only since June, 1966, and she is the only "Allied" wife known to have devoted so much time in such a brief period.

Bucket and spade ready?

Have you fixed your holidays for this summer yet? Why not consider the Navy's own hotel just a 100 yards from the sandy beach at Weymouth?

The building was purchased by King George's Fund for Sailors with money presented by the Natal "Salute to Britain" Fund. It is managed by the British Sailors' Society as a residential hotel for officers and men of the Royal Navy and their families.

During the winter over £2,000 has been spent on refurbishing and redecorating the bedrooms and lounges. The money was given by King George's Fund

for Sailors and the Naval Central Fund.

The hotel needs supporting by all in the Navy. The weekly charge in summer is only 5½ guineas for full board. This is exceptional value for money—first-class hotel service, club licence, television, and children welcome.

Details can be obtained from the Resident Manager, Hotel for the Royal Navy, Greenhill, Weymouth (Dorset).

It's farewell to Bowlands

The Management Council of the Royal Naval and Royal Marine Maternity Home in Southsea (known as "Bowlands") have, for some time past, been concerned about the future of the Home.

Because there are very few naval wives who now come to have their babies at Bowlands, National Health Service patients, who may be naval or civilian, have been admitted to the Home on payment by the N.H.S. authorities.

This has been the main source of income which has kept the Home going.

The Council have now been told that in view of the completion of St. Mary's Hospital (Portsmouth) Maternity Wing, no more N.H.S. patients will be sent to Bowlands from a time between October 1 and December 31, 1968.

HEAVY OVERHEADS

This means that the Home will have to rely entirely on fees paid by naval wives, donations, and charity.

It would be quite impossible to maintain the Home on the fees paid by the small number of naval wives who use it, and appealing to naval charity to cover the expensive overheads. The Home would require a subsidy of some £20,000 a year, and possibly more.

The Management Council, having considered all the facts, have reluctantly concluded that the Home must close on September 30, 1968, and that the

BEDS AND SPOONS

Everything from double beds to mustard spoons are needed for a complete house "set," creating quite a few problems in furnishing homes bought on the open market to help in accommodating returning Service men and their families from overseas.

Under the new system of dividing responsibilities among the Services, the Royal Air Force has been given the task of providing and furnishing accommodation for the Navy and Army as well. Currently the target is the provision of 8,000 furnished houses by 1969, on sites as far apart as Plymouth, Gravesend, Rosyth, and Inverness.

To cope with stock tasks, a Special Furnishing Supply Wing of the R.A.F. was set up at No. 25 Maintenance Unit, Hartlebury (Worce), and in 10 months 3,000 houses have been fully furnished.

In such an operation hitches do occur, but as one officer connected with the project put it, "there is no case on record yet of any couple having to spend their first night on a mustard spoon!"

FEWER MOVES WILL HELP FAMILIES

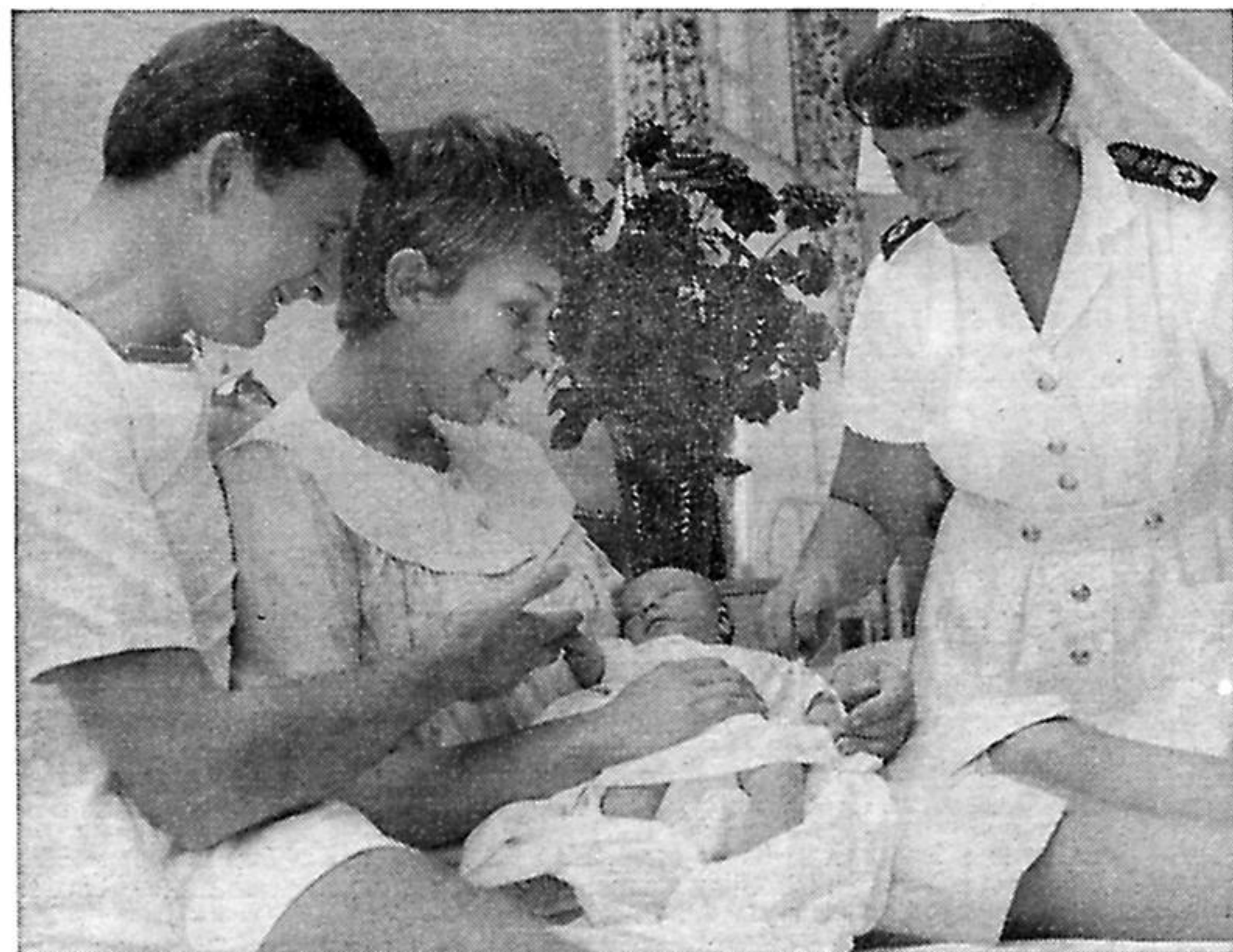
Any article about the problems of naval wives tends to build up a monumental depression, and the Working Party Report, after tackling the subject in the "Preventive Welfare" section, concludes by emphasising:

"Having set out the problems we do not want to leave the impression that naval wives are a bunch of helpless neurotics.

"We must make it clear that the majority cope with the difficulties with great fortitude, and some even enjoy the life.

"Members of S.S.A.F.A. and others have expressed special admiration for the way in which naval wives manage."

Much of the section deals with problems common to civilian as well as Service communities—for instance, life in tall flats and on estates, having to cope with young families in the frequent absence of husbands, leaving home towns and parents, changing schools and



building, its contents, and the site on which it stands, should be sold.

Bowlands was started 47 years ago. In the early days it was restricted to R.N. and R.M. wives in the Portsmouth Port Division, but the rules were changed later to make it available to all Navy and Royal Marine wives.

Up to last September 14,323 babies had been born there.

The present matron, Miss D. M. Ross, took over about two years ago from Miss D. West, who held the position 15 years.

Miss West will be remembered for her strenuous efforts to keep the Home going in face of mounting difficulties, and just before she retired she was honoured with the award of the M.B.E.

Messages from the families at home

Christmas messages from families to sailors away from home has proved such a success that the idea is being extended, especially for ships with long-term commissions overseas.

Wives of men aboard the frigate Dido and carrier Eagle have been contributing to a programme called "Records from Home," made by the British Forces Broadcasting Service.

Wives spoke to their husbands and then introduced a record chosen for them. Tapes will be flown out for broadcast in the ships.

Mrs. Sybil Savage, of the Directorate of Naval Service Conditions, told "Navy News" that response to the opportunity varied in different places.

"Sometimes we are disappointed by the number of wives coming forward," she

said, "and it may be that husbands are a little afraid of something being said which will result in a lot of leg-pulling. But we find that the wives are very good, and their messages are in keeping with the circumstances."

WHERE EX-WRENS MEET

Mrs. Monica Garner writes from 51 Samson Close, Rowner, Gosport, asking as secretary of Gosport branch of the Association of ex-Wrens for the organisation to be made known.

"We meet every month," she says, "and not at all 'pusser.' There are branches of the association in Southampton, Fareham, Plymouth—in fact, all naval ports—and I am sure many wives would love a get-together."

Families' Page

Not one of the many "Bowlands babies," but a new arrival at the naval hospital at Mairitius

FOR MARRIED QUARTERS

An important change in the regulations concerning applications for married quarters and for hirings is announced in D.C.I. 235/68.

As from March 1, applications are being included on the waiting lists up to two months before the need for accommodation is expected to arise.

Married Quarters Offices will be able to give more notice of the probable availability of quarters and will also help families returning from abroad to move straight into official accommodation at the husband's next place of duty, if they so wish and accommodation is available.

NEW RESTAURANT

One of the newest amenities in Johore Bahru, Malaya, is the "Attap," a restaurant for Service families, built on the lines of a Sarawak longhouse.



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Men who fly Navy's choppers

Learning to fly has always been a personal challenge, but because the Fleet Air Arm requires such a high standard at sea operationally it is quite understandable that the training is very demanding.

In fact, some 25 per cent. of the students fail to qualify after the initial selection and aptitude tests.

What sort of man is attracted

to fly helicopters with the Royal Navy?

A survey made among the applicants shows that other than the desire to fly, the con-

necting link is the opportunity to get away from office work and to aim for a more adventurous life which has every medium as a hunting ground... sea... air... and ground.

Sub-Lieut. David Ritchie, from Lanarkshire, went into theatre management straight

by
**Lieut.-Commander
Harold Lipscomb
R.N. Air Station
Culdrose**

from school before joining the Navy at 22. Sub-Lieut. Nicholas Croome was an insurance clerk in Ipswich.

These two along with Midshipman Ian Sharp, of Market Drayton, who came from school with a craving to fly, are three of the 13 successful pilots who are now members of the most elite flying service, having received their wings at the Royal Naval Air Station at Culdrose.

The Navy has never made any bones about accepting only the best. That is why, after selection and aptitude tests, candidates go to Dartmouth for over six months to become naval officers first.

It is only after completing this general training that they are set on the way to realising their flying ambitions.

Because basic airmanship is best learned in a fixed-wing aircraft, the students are given 75 hours in Chipmunks. During this period they also receive their first lessons in principles of flight, meteorology, and other necessary subjects.

'Like university'

"It's really like being back at university," explained 2/Lieut. Douglas West, who joined the Royal Marines after being an undergraduate at Edinburgh.

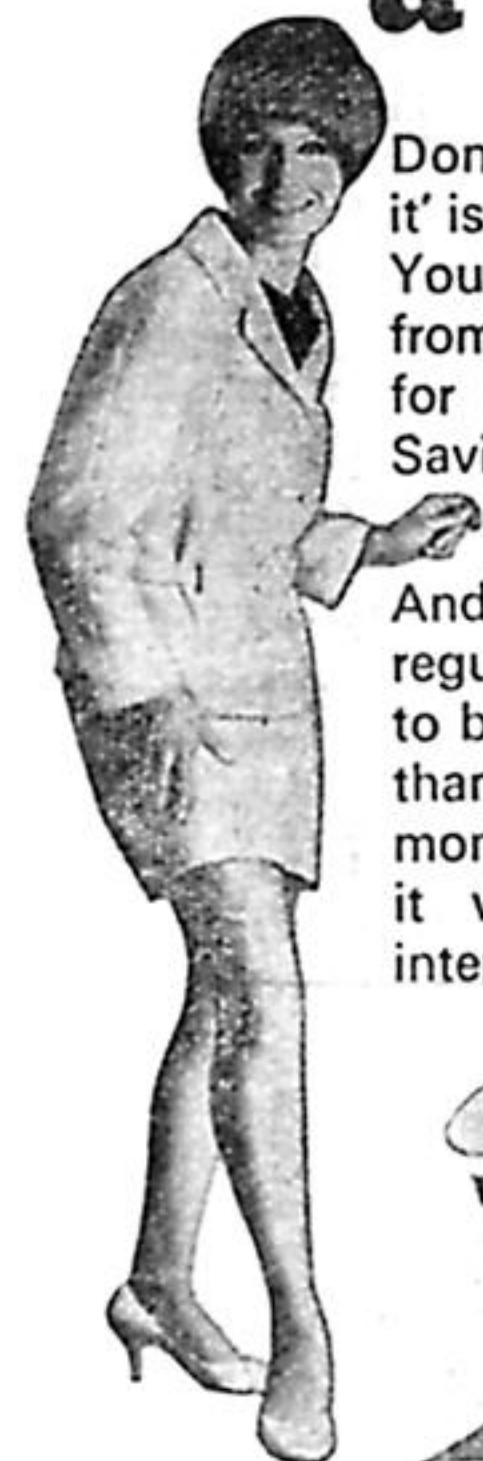
There is no doubt that after mastering the Chipmunk the first flights at Culdrose in a helicopter must be exasperating.

Students, describing their attempts at hovering, talk of mental and physical co-ordination needed and say that it

For battle conditions in the jungle, helicopters are of the highest value. These are Wessex from the commando ship H.M.S. Bulwark

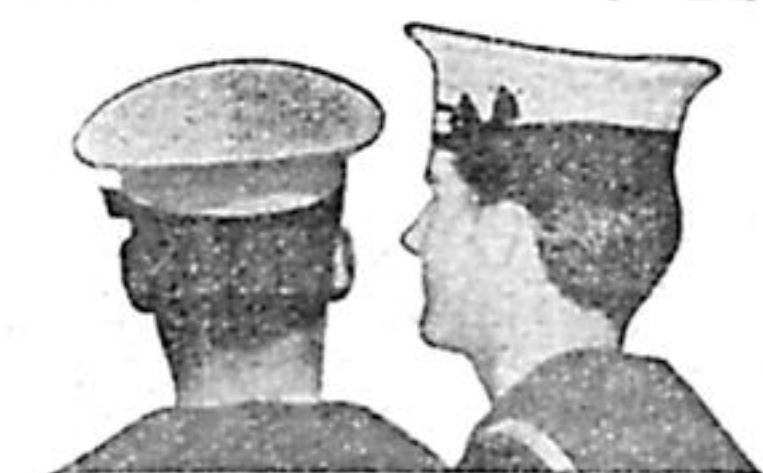


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Scratch to 'wings' within 100 hours

Talking to the instructors of 705 Squadron at Culdrose, whose job it is to train the students, you realise what a transition a student has to make. Within a 100 flying hours, he is brought from scratch to wings standard.

Six months after this, on completion of advanced training, the pilot may be flying a Wessex anti-submarine helicopter, or possibly joining a front line Commando squadron carrying 16 troops at a time.

All instructors in 705 Squadron have at least a 1,000 flying hours, are at a minimum "above average" to "high average" pilots, and all volunteers.

After qualifying as instructors at the helicopter Central Flying School in Ternhill, they come to Culdrose with a genuine desire to teach. If all goes well, students stay with their instructor until they receive wings.

Each instructor has two students, one in the first stage learning to fly Hillers, the other at a more advanced level flying Whirlwinds. These are possibly the best conditions for teaching, since it gives the student the

individual attention he needs. Lieut. David Mallock, with four years' instructing and over 2,000 helicopter hours behind him, summed up the training in the following way: "To my mind, you can teach anyone the mechanics of flying, given enough time. The main difficulty is to teach them to know what they are doing and why they are doing it."

"With the crowded airspace in this country and the type of precision flying required from a pilot, he must have the ability to think clearly. We don't teach a student pilot to relax, we simply get him to think in the air."

"The helicopter course is meant to be a challenge and the public have the satisfaction of knowing that the Royal Navy helicopter pilot has the finest training in the world."

BRIDES' WELCOME ON QUAY

Three brides-to-be were waiting on the quay when H.M.S. Ajax arrived at Portsmouth from the Far East on March 7.

Soon reunited were LS Anthony Sattin (21) and Miss Maureen Bradford (21), LRO Anthony Patrick (23) and Miss Christine Light (21) and RO1 Ken Lewis (21) and Miss Lynda Thornton (19). All were being married within weeks of the ship's arrival.

Hundreds of relatives braved icy winds to welcome the ship home.

In the office of the commanding officer, Capt. George de G. Kitchin, was a canary presented to him when he was visiting Japanese officials.

Any bird aboard seems to present problems, and this one was no exception. When guns were being fired the canary had to be taken below out of earshot.

It was even claimed that during a mock gas attack the bird was fitted with a special gas-mask. No pictures are available!

Ajax will recommission at Chatham this month, and after 18 months in U.K. waters will be returning east of Suez.

Eighth warship of the Royal Navy to bear the name, Ajax's immediate predecessor, a cruiser, helped to destroy the Graf Spee.

LESSON OF WAR

The Royal Naval Air Station, Culdrose (Cornwall), is the largest helicopter base in the country, and the training has recently been assessed by experts as possibly the best in the world.

Through events in Vietnam, and the ever-increasing attention to submarine warfare, the importance of helicopters is now being realised.

The whole future of the Fleet Air Arm is to be invested in the helicopter, with every indication that its role will be as vital and exciting as at any time in the past.

seemed almost too much for them.

David Ritchie told me how he tensed up at the controls.

"It wasn't until my instructor showed me how to relax that I ever thought I would learn to fly the Hiller," he said.

Whatever difficulties the new pilots found at first, they all agree that flying helicopters comes up to every expectation.

"One naturally accepts that helicopters are going to be difficult to fly," points out David Ritchie. "At first it's hard because you are learning, and then even harder because you are aiming for precision. Within these processes you are uncon-

sciously improving your flying all the time."

Most of the pilots going through training are bachelors. However, on every course two or three are married.

Better married

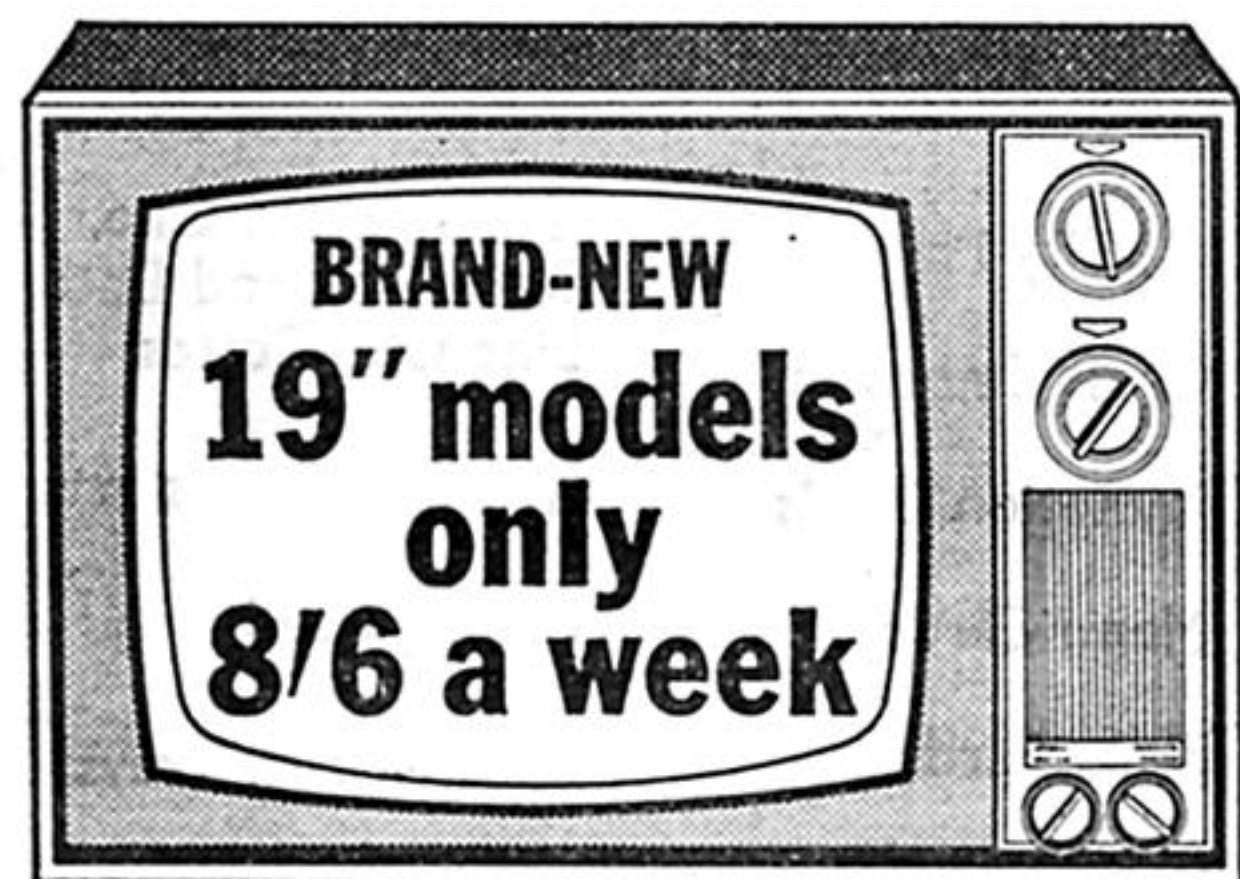
Sub-Lieut. John Rush, from the Isle of Wight, feels that it has been an advantage being married. His wife gave birth to a girl at Christmas and he says that the extra responsibilities helped stop him worrying about his progress.

"A stabiliser and an incentive," he calls it.

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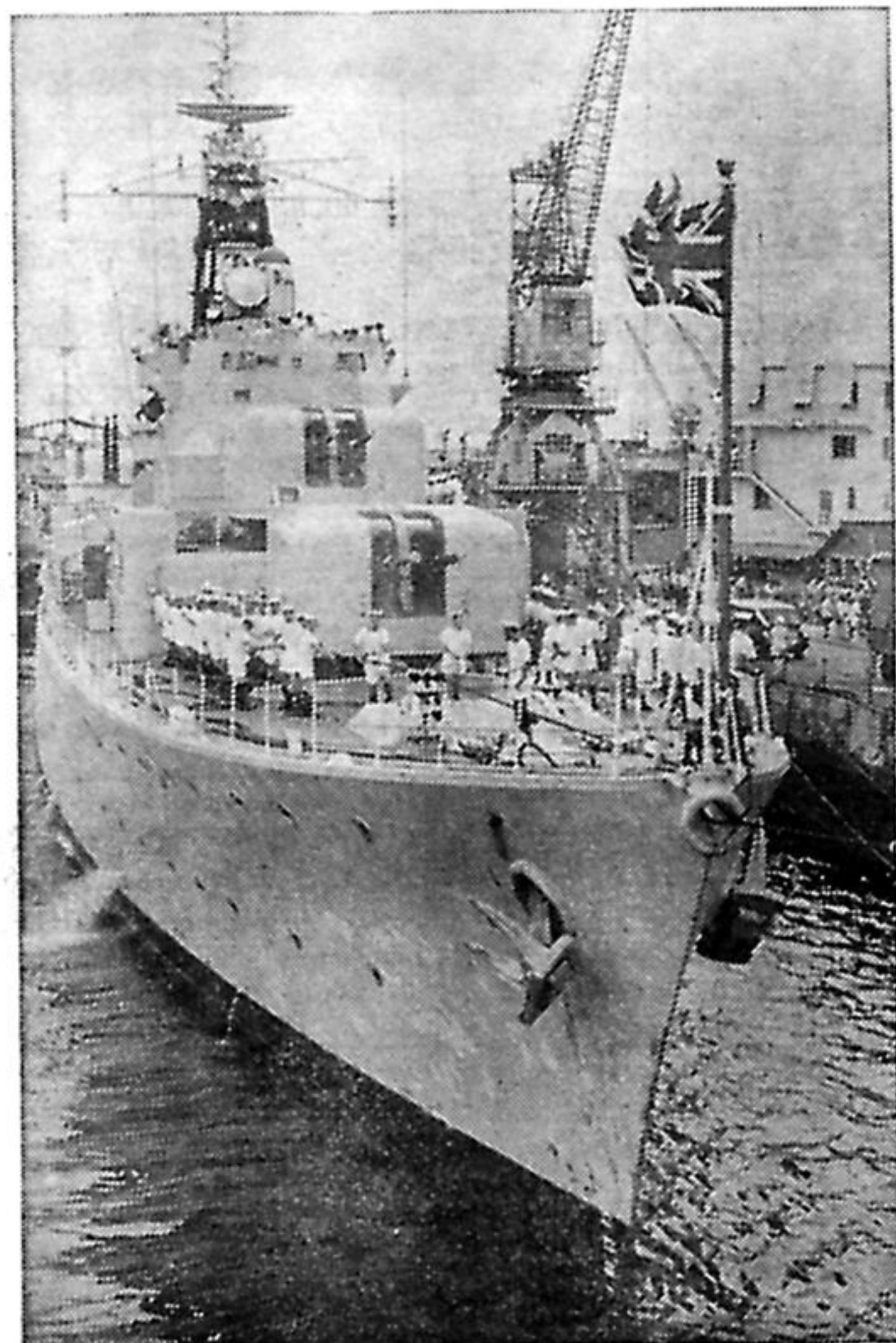
RELIABLE

Radio Rentals

Defender's arrival at Singapore Dockyard

With 17,000 miles "on the clock" since leaving Chatham on January 4, H.M.S. Defender arrived at Singapore on March 9. On her way to the Far East she was guardship at Gibraltar for two weeks, and had a spell on the Beira patrol.

Defender steamed 9,000 miles in February—a record for any month since she commissioned. She is due back in U.K. in December.



The Blackburn Skua, the Royal Navy's first operational monoplane, was also the first British aircraft specifically designed and introduced into service for dive-bombing.

Its greatest claim to fame, however, is that it was a Skua of 803 Naval Air Squadron which shot down the first enemy aircraft claimed by Britain during the Second World War.

This notable action took place on September 25, 1939, off Norway, the enemy aircraft being a Dornier 18.

On April 10, 1940, Skuas of No. 800 and 803 squadrons, based in the Orkneys, dive-bombed and sank the German cruiser Königsberg in Bergens Fiord.

The significance of this success was not lost on the Germans, who gave special training to a Fliegerkorps of Junkers 87 or "Stuka" dive bombers, which brought them notable successes.

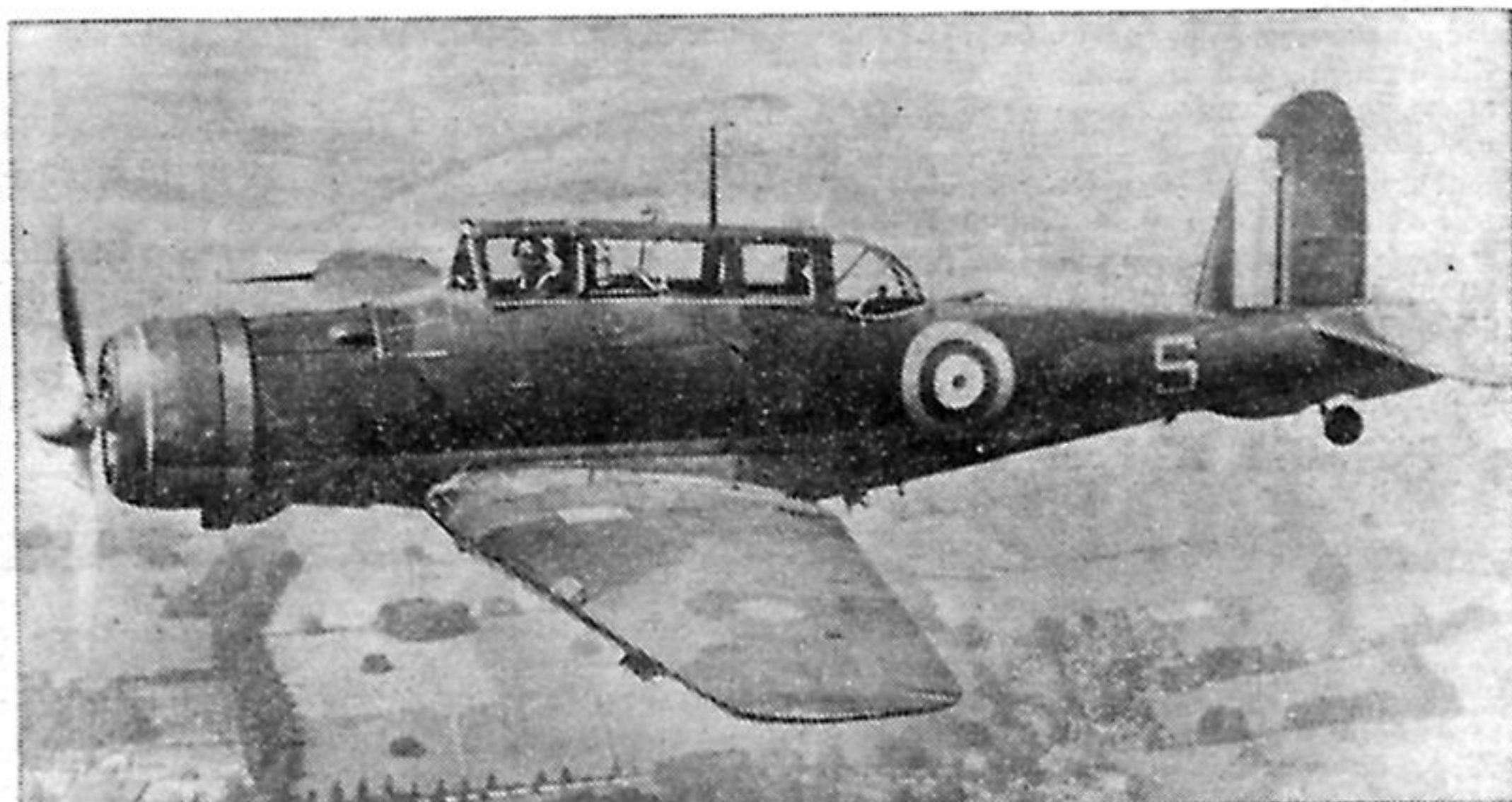
These aircraft also took part in the operation against the French fleet at Oran and off Dakar.

Introduced into the Service in 1937—the first operational squadron being No. 800, equipped with Skuas in November, 1938, and embarked in H.M.S. Ark Royal—the introduction of aircraft with much greater potential meant that the Skua was soon outclassed.

When the Navy's "eight-gun fighter," the Fairey Fulmar arrived on the scene in 1941, the Skua, despite its extremely good work, was superseded.

Postcards.—Photographic postcards of the Skua may be obtained from "Navy News," Postcard Department, 13 Edinburgh Road, Portsmouth, at 1s. each (including postage). Readers may send 1s. in stamps/postal order, or a 12s. cheque/postal order to cover a year's supply sent on publication. Albums for 64 postcards may also be obtained, price 10s. (including postage). Previous aircraft in the series were the Supermarine Walrus and Fairey Seafox.

Skua got the first Luftwaffe 'kill'



TECHNICAL DATA

DESCRIPTION: Two-seater fighter/dive-bomber. All metal stressed skin construction.

POWER PLANT: One 905 h.p. Bristol Perseus XII.

DIMENSIONS: Span 46 ft. 2 in. Length 35 ft. 7 in. Height 12 ft. 6 in.

WEIGHTS: Empty—5,490 lb. Loaded—8,228 lb.

PERFORMANCE: Maximum speed 225 m.p.h. Range 760 miles. Endurance 4½ hours. Service ceiling, 20,200 ft.

ARMAMENT: Four Browning machine-guns in the wings, and one manually operated Lewis gun in the rear cockpit. One 500 lb. bomb, and provision for light bombs below the wings.

Where the lasses are so friendly

After a gruelling exercise and training period, the ship's company of H.M.S. Ulster was told, "You can choose any port for an informal visit within two-and-a-half days' sailing of Portsmouth."

Copenhagen, Hamburg, Dublin—all were within the limit—but Newcastle-on-Tyne was the choice.

Reasons? "The beer is good," and "Geordie lasses are so pretty and friendly," seemed to be the general opinion.

The 220 officers and men of the frigate found that in addition to the beer and the girls, the hospitality of everyone concerned during the six-day visit, February 16 to 22, from the Lord Mayor to the "man in the street"—was overwhelming.

MANY INVITATIONS

The sailors were inundated with invitations to football matches, dog races and people's homes.

H.M.S. Ulster, built by Swan Hunters of Wallsend (November, 1941, to June, 1943), is commanded by Lieut.-Cdr. J. W. F. Briggs.

As the ship passed the shipyard when steaming up river, Ulster's captain hailed the workers—"Good morning, Swan Hunter. Congratulations. You did a good job in 1942. She is still going like clockwork after 25 years."

While at Newcastle, 60 of the ship's company, led by Lieut. David Cowling, the first lieutenant, each donated a pint of blood to the Newcastle General Hospital.

After nine years—a 'home' leave

Peter George, an LSA(S) in H.M.S. Galatea, whose home is in the island of St. Helena, hadn't been home for nine years—until recently.

With the Suez Canal closed, Navy ships going to and from the Far East travel via the Cape of Good Hope, and on her journey home from Singapore, Galatea called in at the lonely island, leaving Peter to spend a few days at home.

He spent ten days on the island—"Just relaxing." When in Britain, LSA George spends his leave either with his aunt in Rochester or with his sister in Dublin.

H.M.S. Ajax, also on her way home from the Far East, picked up the St. Helenian, and took him to Portsmouth to rejoin his ship.

IN FAR EAST

H.M.S. Galatea, a Leander class frigate, sailed from Ports-

mouth on March 22, 1967, for Singapore, to take over the duties of Captain (D) First Destroyer Squadron. Eleven months and 57,000 miles later, she returned to Portsmouth—on February 29—to take up the duty, after a period of maintenance, of Captain (D) Londonderry Squadron. The frigate sailed via the Suez Canal, arriving at Singapore in April.

July was spent at Hong Kong—guardship during the troubles. A further month was spent there in October on the same duty.

The ship accompanied Hermes throughout August on exercises taking her to the Philippines, Cocos Islands and South-West Australia, where a most enjoyable six days were spent at Bunbury, 100 miles south of Perth.

At the beginning of December the ship left Singapore to join the Aden Task Force.

After a second visit to Mombasa and a further two weeks Beira patrol, Galatea sailed for



LSA(S) Peter George

home via Simonstown, St. Helena, Freetown and Gibraltar.



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CUDDLESOME COILS



Samantha is the name—"as cuddlesome as any girl and with more curves than most"—of the five-foot python pet at Singapore of Sub-Lieut. Rhodri Williams (21), of Bracknell (Berks).

Confesses Rhodri, serving in the submarine Andrew, "I have only owned her for a few days, but we have been friends for quite a while."

Has he a taste in exotic pets? Well he once owned a Chinese tortoise, but it died from a surfeit of beer.

Big U.S. welcome to Resolution

The welcome and generous invitations to social functions proved a problem to the H.M.S. Resolution submariners at Port Canaveral for their test missile firing.

Invitations varied from offers to take two or three ratings into American homes to the appearance of commanding officers on television and radio—all somewhat difficult for personnel putting in heavy operational overtime to work up to successful Polaris firings.

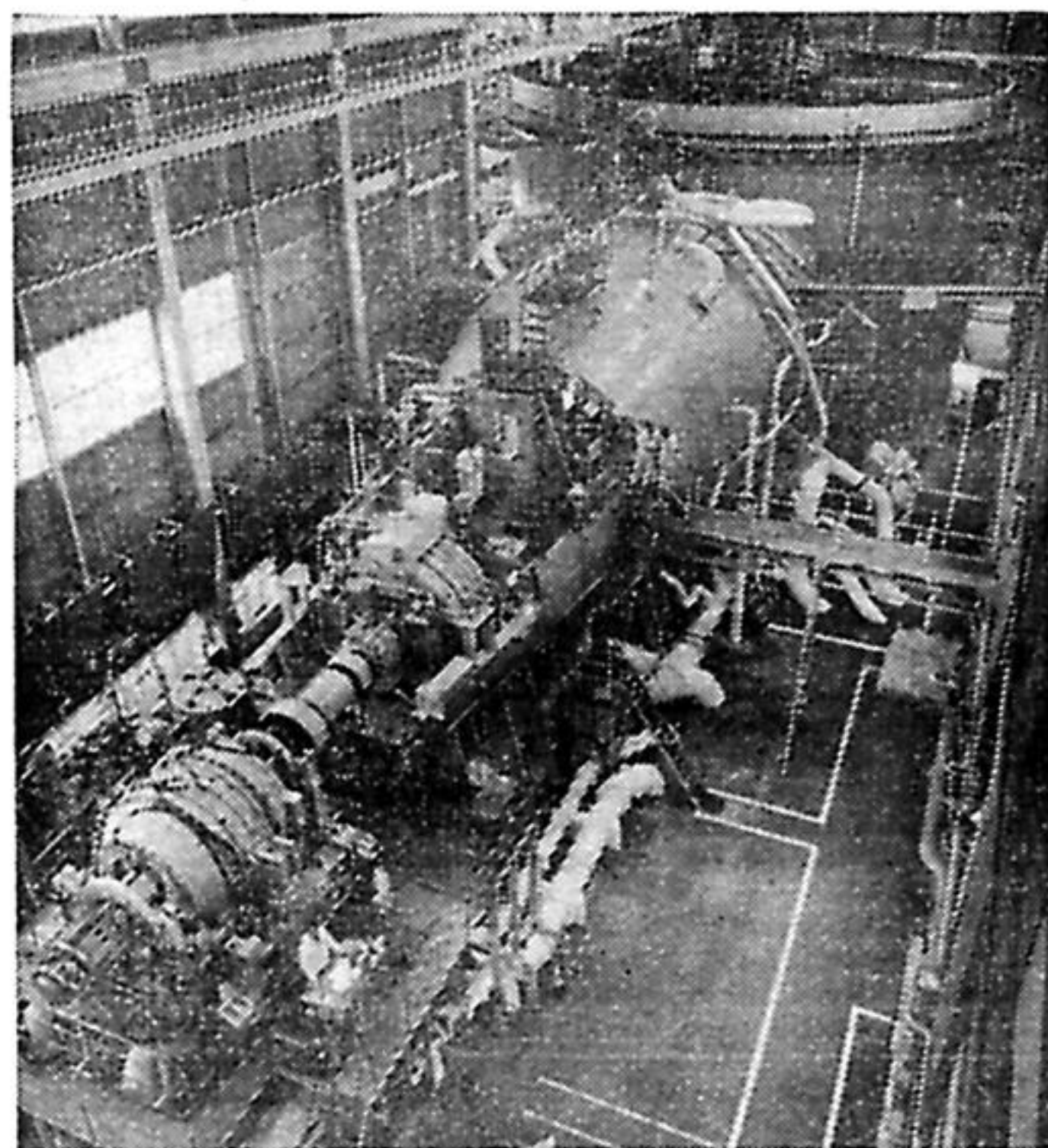
Cdr. Kenneth Frewer, the Starboard Crew commanding officer, got up at five o'clock one morning to be heard on a local broadcast.

Crowds of radio, television, and newspaper reporters included Mr. Philip Costello, the

Submarine Command PRO, who worked with the Air Force Eastern Test Range Publicity Team—a highly professional organisation, who handle the missile and rocket launches from Cape Kennedy.

After the first firing, the Port crew were able to relax, and toured the astronaut project at Cape Kennedy.

Resolution left an atmosphere of tremendous goodwill. Both from an operational and friendship aspect, the project was an outstanding success.



Nuclear submarine prototype at Dounreay

NEW 'DOUBLE TIME' REACTOR

Rolls-Royce and Associates Limited is currently refuelling the land-based nuclear submarine prototype at the Admiralty Reactor Test Establishment at Dounreay.

This marks an important step in the Royal Navy's nuclear programme, being the first refuelling of a submarine reactor undertaken in Britain.

The land-based prototype at

Dounreay is operated by Rolls-Royce and Associates Limited on behalf of the Ministry of Defence (Navy). It consists of the complete aft section of a nuclear submarine, including all the propulsion machinery.

The prototype completed the first phase of its programme last October with the depletion of the first nuclear core.

Removal of the spent core was completed in January, and

the reactor is being modified to accept a new core of all-British design.

This new core will eventually enable British nuclear submarines to stay at sea without refuelling for twice as long as at present, and will also permit them to develop more power.

Other new equipment is also being fitted for testing during the operation of the second core.

SUBMARINERS' CORNER

Dreadnought no 'dud' ship

Submariners are peeved with Dr. Reginald Bennett, the M.P. for Gosport and Fareham, for suggesting that Britain's first nuclear submarine, the £25 million H.M.S. Dreadnought, is a "dud."

Dr. Bennett told the House of Commons that he understood the submarine was in reserve and undergoing a long refit.

"If she is just going from one refit to another, this may give substance to what I have been hearing that she is not a particularly effective ship," he said.

After emphasising that there was no criticism of the men

aboard her, Dr. Bennett asked whether Dreadnought was "fully seaworthy, capable of proper operational use, and ready for the deep-diving for which she was designed."

At the Submarine Headquarters at Fort Blockhouse it was pointed out that Dreadnought had successfully undertaken a submerged voyage to Singapore and back, had been in various exercises and

patrols, and had just returned from a goodwill visit to Kiel.

While agreeing that there was teething troubles in Dreadnought, this was hardly surprising for the first ship of its kind in the Royal Navy.

The refit now taking place was normal procedure in view of the time Dreadnought had been in use, and was mainly required to replace the nuclear reactor core.



Cachalot gets a Jambo greeting

From the submarine depot ship H.M.S. Forth in Singapore Dockyard, the silhouette of an African elephant (seen left) was hoisted to welcome H.M.S. Cachalot, joining the Seventh Submarine Squadron in the Far East.

Inscribed on the elephant was the Swahili greeting "Jambo," meaning welcome.

Cachalot, which visited the Far East during her work-up trials, joined the squadron at Mombasa while Forth was also visiting the Kenyan port.

Took greetings to Manchester

Three submarines from the First Squadron, Alcide, Alliance and Tiptoe, visiting Manchester as part of the Ulster Week celebrations, took greetings from the Prime Minister of Northern Ireland, Capt. Terence O'Neill.

The three boats frequently spend periods of detached duty at Londonderry.

Nuclear get-together at Kiel

The much-maligned Clyde-side climate seemed sub-tropical compared with the Arctic gales and blizzards which covered H.M.S. Dreadnought with snow and frozen spray before her arrival at Kiel on February 16. The visit lasted until the 22nd.

The hardy Kielers were not daunted, however, and a strong team of senior officers were waiting on the jetty, accompanied by a Marine band blowing lustily against the wind.

The first German nuclear ship, the ore carrier Otto Hahn, was fitting out at Kiel during Dreadnought's visit. A party of officers and senior ratings were

shown the revolutionary design of reactor still awaiting its core, and the Otto Hahn later returned the call, although security prevented them from seeing as much.

From a different age, the German naval training ship Gorch Fock immaculately maintained, left before Dreadnought—a magnificent sight under full sail in crowded waters, and arousing admiration for a fine feat of seamanship.

The ship's football team, on

a snow-covered pitch, put up a brave show against superior opposition from the Naval Base.

The catering department won praise for a "spitzenessen" (top cats) luncheon on board for the British Ambassador, Sir Frank Roberts, who was making his farewell visit to Schleswig-Holstein after five years in the post at Bonn.

The commanding officer's other guests included the Prime Minister of Schleswig-Holstein.

'EXCHANGE' SERVICE

The Senior Service visited the Hyde factory of its land-based namesake during a six-day visit to Manchester in support of Ulster Week.

Lieut.-Cdr. Keith Holliday (H.M.S. Alcide), Robin Whiteside (H.M.S. Tiptoe), and Barry Nobbe (H.M.S. Alliance) were guests at a luncheon.

Afterwards directors Mr. R. B. W. Waterhouse and Mr. J. Mack toured H.M.S. Alcide.

In the picture are (left to right) Lieut.-Cdr. Whiteside, Lieut.-Cdr. Nobbe, Mrs. Holliday, Mr. Waterhouse, and Lieut.-Cdr. Holliday.

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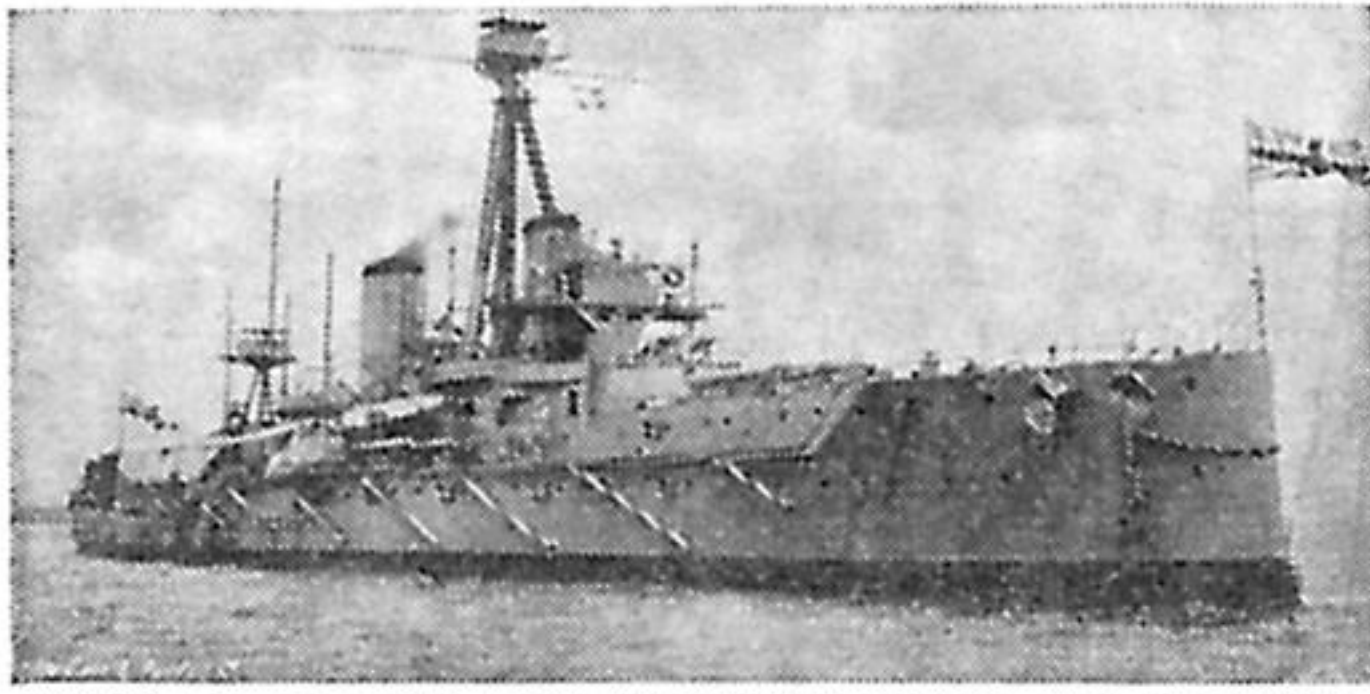
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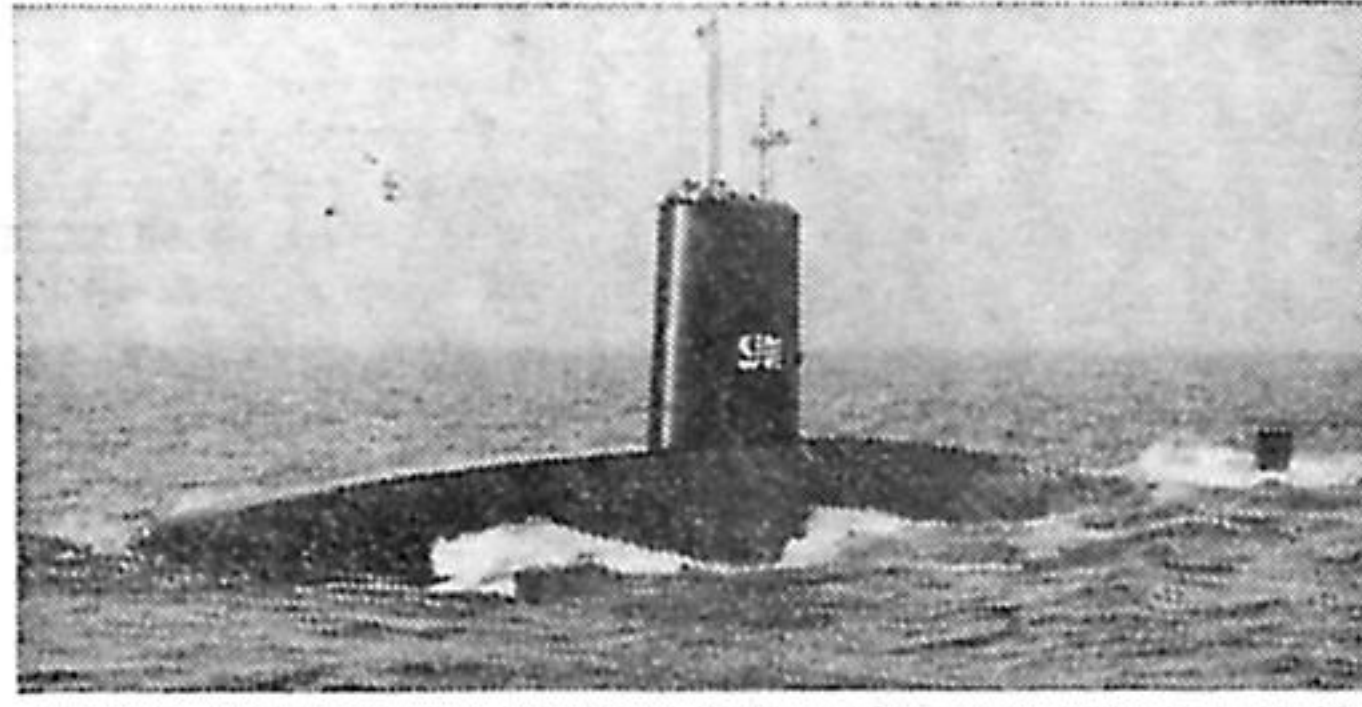
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Those were the days

TEN OF THESE — ONE OF THESE



H.M.S. Dreadnought, battleship of 1906 vintage, cost about £2.5 million



H.M.S. Dreadnought, Britain's first nuclear submarine cost 10 times as much

Away from ever-increasing complexity and costs, to ruggedness, simplicity, and reliability, is the message for the Royal Navy of the future, outlined by Mr. Roy Mason, Minister of Defence for Equipment, to a conference at the Institution of Electrical Engineers in London.

The occasion was a joint gathering of the Services and industry on "The Reliability of Service Equipment."

"Fifty years ago," Mr. Mason told the conference, "a sailor with H.M.S. Excellent on his cap was used in advertisements for tobacco."

Car advert.

"Today, a sailor from H.M.S. Valiant is used to advertise a make of car."

"In the first advertisement the sailor represented all that was simple, straightforward, and reliable—no great intellectual genius, but someone you could rely on to go on throwing coal into the boiler (and chewing tobacco, of course)

ROYAL NAVY MUST REVERSE COSTS SPIRAL

throughout the din of battle.

"In today's advertisement the sailor presents a rather different image—sophisticated, elaborately trained, a worthy inhabitant of a submarine filled with computers and nuclear plant."

"It may sound odd in this age of fashionable technology, but I hope that 50 years from now we have got back at least some of the way to the old image."

"This is not just nostalgia—a desire to return to the white paint, brass funnels, and frock coats of Victoria's Navy. But we are anxious to reverse the trend, ever since the turn of the century, towards ever more

complex and expensive equipment."

"The fact is that we are passing over a watershed—another fashionable term—in our outlook on equipment design. For 50 years past we have been aiming at greater and greater elaboration and sophistication; and now at last we have got to the stage where we just can't afford to go much farther on our own."

"At the start of the First World War, to take an obvious example, the naval new construction programme cost about £75 million a year—as it happens, just about the same size in current cash terms as the yearly programme today."

What it bought

"But then, two years' worth of the programme bought:

- 5 battleships,
- 6 cruisers,
- 58 destroyers,
- 8 flotilla leaders,
- 55 submarines,
- 8 large monitors and
- 3 small ones, and
- 12 minesweepers.

"Whatever allowances you make for the change in the value of money, those were the days."

"The most expensive ship in the fleet was a battleship at £2.5 million. Today, a Polaris submarine costs £50 million, and even an "ordinary" nuclear submarine or a large surface warship costs £25 million."

"From Dreadnought to Dreadnought in one generation: the cost has multiplied by 10, but where are all the 12 in. guns?"

"Instead, our ships are so crammed with elaborate, expensive equipment that we have real difficulty in finding the room to put the sailors in—or rather, to find small enough sailors with large enough IQs."

More simplicity

"We can't go on like this and, in the last few years, we have taken the first steps away from ever-increasing complexity and back towards ruggedness, simplicity, reliability."

"In the Navy, the decisions not to build a new aircraft carrier, or to build more than one Type 82 destroyer, were due at least in part to the quite excessive burden that such ships represent on the equipment programme."

"The plans which we have laid for the classes of ship in the future Fleet rest quite deliberately on the need to avoid over-sophistication."

Chaplain's 'miracle'

"No doubt you have often preached about miracles, but can you perform one?" was the challenging opening to a letter received by the Rev. J. Fulton, Chaplain at the Royal Naval Barracks, Portsmouth.

The letter, from a Devon lady, went on: "I want to trace a sailor who is stationed at Portsmouth and may be on a charge for losing sports equipment—we have his haversack with rugby boots, shirt, shorts, socks, etc. And this is how."

"On March 8 my husband and I gave him a lift, and he left his haversack in our car. He had had four lifts when we picked him up, and may not recall where he left the gear."

"My husband and I both served in the war, and when in trouble always turned to the Chaplain's Dept., so please, 'forgive our trespasses' and help this very good young man and us if you can please."

Padre Fulton is modest about claiming his part in the story at such an elevated level as a "miracle," but on the evidence given he did manage to trace the sailor, and get the kit restored to a grateful recipient."

LAST 'SUNSET' CEREMONY

Aircraft salute Victorious

"It brought a lump to my throat" said a woman visitor afterwards, and the sentiment was echoed by everyone who attended the last "Sunset" aboard H.M.S. Victorious, in Portsmouth Dockyard on March 13.

Since the decision was taken to prematurely phase out the aircraft carrier, she has been alongside in the dockyard while the remaining members of the ship's company have helped in de-storing and de-equipping.

It was decided that the traditional ceremony of lowering the colours at sunset should be performed for the last time on the 13th, and officers and men on board who wished to attend gathered near the Ensign staff to witness the hauling down of the flag and to pay their last formal mark of respect to the "Mighty Vic."

Two Royal Marine buglers (ex-H.M.S. Victorious) from the Royal Marine Barracks, Eastney, sounded "Sunset," and the commissioning pendant was struck and presented to the last commanding officer, Capt. Ian McIntosh, who is to be promoted rear-admiral next month.

SILENCE BROKEN

From the first notes of the bugle the occasion was highly emotional, even to those not directly affected by the sacrifice of Victorious.

At the end, the silence was broken immediately by the sound of approaching aircraft, and out of the evening sky from the direction of the Isle of Wight roared three Buccaneers and three Sea Vixens, flying over their mother ship in final salute.

They represented Victorious squadrons, 801 from Lossiemouth (Buccaneers) and 893 from Yeovilton (Vixens).

Their arrival had been precisely timed for the end of the ceremony, and they were there on the second—a reminder in efficiency of the distinguished record of a splendid ship.

FUTURE OF THE R.N.R.

When Rear-Admiral Basil Place, V.C., the Admiral Commanding Reserves and Director-General of Naval Recruiting, inspected the Solent Division, R.N.R. on February 29, he expressed his confidence in the future of the Reserve.

He told members of the Division at H.M.S. Wessex, Southampton Docks, that the present Government had put through three Defence Reviews, and it was significant that the Reserve had not been touched.

The Government's last White Paper on Defence showed that it was intended to spend £1 million on the Royal Naval Reserve in the coming year.

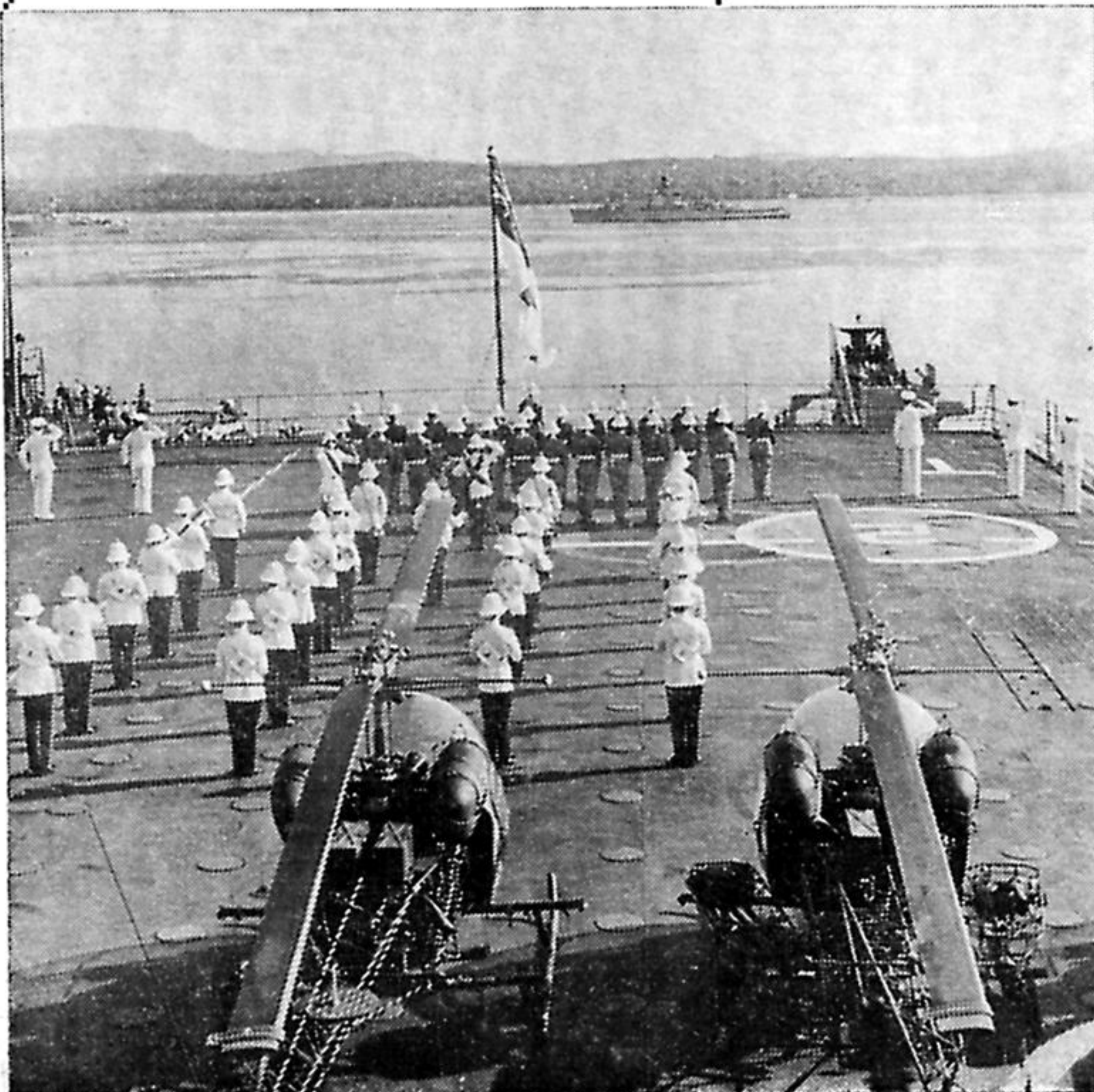
Admiral Place, a former captain of the commando ship Albion, recently took over as Admiral Commanding Reserves from Rear-Admiral G. Carew-Hunt.

SALUTE FROM INTREPID

A guard and band paraded on the flight deck of the assault ship Intrepid in Singapore dockyard as the Yang Di-Pertuan Agong and the Razi Permaisuri Agong, the King and Queen of Malaysia, sail past.

They were embarked in the Royal Malaysian Navy frigate Hang Tuah (formerly the Loch Insh) on a state visit to KD Malaya, the Royal Malaysian Naval Barracks, which are located in Singapore Naval Base. Ahead of the KD Hang Tuah is the minesweeper KD Kinabalu.

Intrepid fired a 21-gun salute as the King and Queen sailed past down the Johore Straits. The Commander Far East Fleet (Vice-Admiral W. D. O'Brien) was among those saluting the Royal visitors on the flight deck.



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Navy News

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A look at allowances

In the prevailing economic climate the Services' suspense over the fate of the pay review is tinged with some anxiety, and even a favourable outcome may not be of an order to burst any purses. The increasing cost of living, coupled with severe curbs on wage claims, are highlighting the unenviable position of all at the lowest end of the scale—including some in the Royal Navy.

Whatever happens about an all-round pay increase, no time could be more appropriate than now to urge upon the Treasury the need to examine some rules and allowances, in particular those relating to married sailors under 21.

Not only is their marriage allowance at a lower rate than for the over 21s, but they are not eligible to go on the list for married quarters. Just about everything is against them. Usually the wife cannot work because there is a baby, and if they try to be together as much as possible it usually means living far from parents who might be able to help. When accommodation is expensive, such as in the Portsmouth area, life becomes a difficult existence.

Young people in all sections of society are marrying earlier, and it would appear unwise for the continuance of a financial discrimination which smacks of punishment.

M.Q. position

Probably more important than the allowance is the opportunity to get a married quarter. Now that the position is easier, consequent on the Navy's big building programme, greater sympathy might be possible towards teen-age couples.

Another peculiarity from the past is that officers have to wait until they are 25 to get full marriage allowance—that apparently being the age of consent so far as Service blessing goes. Whether marriage under 25 "reduces efficiency" may be open to argument, but there can be no doubt about the result of being perpetually broke.

These and other allowances deserve a scrutiny, not only to remove anomalies, but to bring a 1968 outlook into matters affecting the personal lives of serving men.



"Whadda you know, lieutenant, this cute little sailor is going to sell me the Holy Stone. Is that part of the Crown Jewels too?"

Mr. Emrys Hughes, M.P., says a tourist agency has offered to charter the Royal Yacht, Britannia, for cruises between New York and Miami

All your questions —AND A FEW OF THE ANSWERS

Will there be a pay rise in the spring? This is one of the many questions levelled during the four-month tour, by the Second Sea Lord's Personnel Liaison Team, of all available ships and establishments in Portsmouth Command.

There has been a personnel team for 10 years, the current members being Lieut.-Cdr. P. J. Morton, who was commanding officer of H.M.S. Lofoten until last year, and Chief Radio Electrician E. Urry, who joined a year ago after a General Service commission in H.M.S. Devonshire.

The team take two years to cover every command at home and abroad, lecturing on all personnel subjects and noting views expressed and constructive criticism.

Frequently they return to M.O.D. (Navy) to get themselves up to date with changes.

Talks on report

At the end of each tour, a report on subjects discussed goes to Admiral Sir Frank Twiss, the Second Sea Lord, and all departments in the M.O.D. (N) who deal with the subjects mentioned.

A meeting is then held by senior officers and senior civil servants with the team, to discuss the report, after which the team meet the Second Sea Lord who deals personally with the subjects raised in the team's report.

This does not mean that a change will take place immediately. If an improvement costs money, negotiations with the Treasury are necessary and these take time. Any change in service conditions needs a lot of thought to ensure that it benefits the majority. For example, a chief petty officer would like a longer career, but how does this affect the petty officer on a long roster?

In Portsmouth Command the team spoke to more than 700 officers and 4,000 senior ratings at formal presentations, but met many others informally.

The main subjects talked about this winter have been:

Pay rise soon?

Concern was expressed whether there would be a pay rise in the spring. The Prices and Incomes Board is carrying out a pay review at this moment for announcement as soon as possible.

It was mentioned that Lodging Allowance (taxable) does not cover the cost of lodgings in most areas. This is already under review.

Separation Allowance is appreciated by the married man, but the widower with children is unhappy at his exclusion.

Bachelors comment on the pay differential between them and the married man.

Of course the old one about not understanding the S50 comes up. The answer is that no change is expected until the R.N. pay system is computerised in the next few years.

Married quarters

Because of the six-month rule, men in branches with the highest sea/shore ratio are often unable to qualify for married quarters, and they argue that these branches should have priority over those with lower sea/shore ratios.

Clothing

The 7A shirt received a lot of criticism. This was represented to the Clothing Committee in the M.O.D. (Navy). They are looking for a good drip-dry shirt with a semi-stiff attached collar. It is hoped that this shirt may be allowed for senior ratings with their No. 2 rig.

Berets for ratings at sea are often asked for.

A new type of seaman's shoe will shortly be sent out to the Fleet for trial.

Submariners are trying out drip-dry No. 8's. If these are successful they may be made generally available.

Advancement

There was always much discussion about long rosters and slow advancement to Chief in most branches. The majority of senior ratings would like to see some sort of examination to get on a Chief's roster.

It was surprising how many senior ratings did not understand the present merit points system.

There is a lot of interest in the possibility of introducing a naval rating who equates with Warrant Officer in the other Services. The Navy Department is at present studying this.

Pensions

There were comments that the pension is not big enough to encourage re-engaging. The responsibility for reviewing pensions has not yet been given to the National Board for Prices and Incomes, and for the moment any review of pensions will continue to be conducted direct between the M.O.D. and the Treasury, in the light of the Board's recommendations on pay.

Most ratings would like to see more liberal commutation rules. The present rules are in the Appendix to the Navy List.

Redundancy

It will be some time before the Navy will be affected by redundancy, and the situation has been eased by the Navy's reduction in 5th and 6th lives and N.C.S. engagements.

The team points out that whether a man is likely to be affected or not, it is never too early to prepare for resettlement.

There was a lot of information on this subject in the February "Navy News."

Communications

The team spent a lot of time correcting misunderstandings, and bringing senior ratings up-to-date with facts. There were many suggestions for improving the flow of information, and these have been passed to the M.O.D. (N).

Immediate improvements could possibly be made by more senior ratings making a point of reading D.C.I.s and passing on the information to their juniors.

It was noticeable in shore establishments that men on R.A. were usually the ones who were uninformed.

Longer careers

Many other subjects were discussed. Some have been covered by new D.C.I.s or in "Navy News." Others included in the report are:

The status and responsibility of the chief petty officer; A longer career in the Navy; Crowded accommodation at sea;

The suggestion that the rating at sea should not suffer in comparison with his opposite number ashore.

Shipboard life in dock. Why are the dockside heads always on the opposite side of the dock to the gangway?

Week-end travel

The redistribution of the married man's railway warrants has alleviated this, but the young unmarried rating finds it expensive to go home to Mum at week-ends.

It was suggested that the 21-year-old restriction (25 for officers) for married benefits should be lowered.

The team is preparing to go out to the Mediterranean in April. They will follow this by spending the summer touring the Midlands, North England, Scotland, and Northern Ireland, and the winter in the Middle and Far East.

So get your questions ready!

Monty-aircraft carriers a 'must'

In a debate in the House of Lords on the Defence Estimates, Field-Marshal Viscount Montgomery said: "I hold it is right to withdraw our land forces from the mainland of Asia and the Middle East."

He also warned the nations of the West to observe the rule of war that says: "Don't go fighting with land armies on the mainland of Asia."

The Field-Marshal maintained that Western strategy should be based on an absolute domination of the oceans and major seas in Asia and the Near East.

He also maintained that to be successful, sea power had to be backed by air power, and this could not be done by land-based aircraft.

'SMALL FAST ONES'

"Aircraft carriers are essential," he said. "We need them certainly up to the middle 1980s—not great monster ones, but small fast ones."

Lord Montgomery considered that the same policy—Western strategy based on sea power—would apply in the Atlantic and European waters such as the Mediterranean.

HUSH! IT'S PENELOPE

The importance of trials now being carried out by H.M.S. Penelope was stressed by the Controller of the Navy, Vice-Admiral Sir Horace Law, when he visited the ship during one of her trials off Portland.

Vice-Admiral Law, who was accompanied by Rear-Admiral P. W. B. Ashmore, addressed the ship's company and said the results of the trials would be seen in ships of the Royal Navy in five to ten years' time.

Before leaving he presented Long Service and Good Conduct Medals to Radio Supervisor James Farley, of Liverpool, and Electrical Mechanician John Gible of Fareham.

Since Christmas, Penelope's programme has included three weeks at Loch Fyne on static noise trials, secured to four buoys. A quiet routine had to be worked during these trials, with gym shoes worn at all times and movement around ship kept to a minimum.

Any offender negotiating a ladder in the usual Service manner was quickly pinpointed by sensitive machines manned by equally sensitive scientists.

In general, scientists' requirements have been met, except for one notable request for 24 knots in calm weather in a thousand fathoms on a steady course without the use of rudder—during March in the North Atlantic!

Farthest east for Triumph

Since conversion to a maintenance ship, H.M.S. Triumph sailed to her farthest point east when she took part in a visit to Australian ports by 10 vessels of the Far East Fleet.

While away from Singapore, Triumph covered more than 9,000 miles and circumnavigated the Australian sub-continent, making a passage to Sydney around the west coast and returning through the Barrier Reef channel and Torres Strait.

Fleet maintenance units from Triumph undertook work on the frigates Dido and Euryalus alongside in Sydney, and also on the destroyer Devonshire and frigate Zest berthed near by. One unit followed the destroyer Darling to Melbourne to carry out work there.

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THRILL FOR CADETS



H.M.S. Rhyl commissioned at Devonport on February 16 under the command of Cdr. G. R. T. Duffay, after a six-month refit.

Post-refit trials, started on February 19, were being followed by the work-up trials at Portland. On completion the ship will be attached to the Western Fleet.

In addition to the 200 relatives and friends of the ship's company at the ceremony were a contingent from the Rhyl Sea Cadet Corps unit, and children from Myrtle Cottage, one of the houses in a children's home at Croydon with which H.M.S. Rhyl has had a close liaison for some years.

The Sea Cadets, and four boys from Myrtle Cottage, spent the evening before the commissioning on board the frigate.

The Sea Cadet party (pictured above) consisted of Sub-Lieut. (SCC) Vincent Jones, Miss Sylvia Taylor (Unit Secre-

tary), Barry Williams (15), Blair Williams (12), David Jamieson (12), and Stephen Jones (16).

Saker—the Navy's U.S. 'nest'

For the past 27 years the Royal Navy has had a "ship" in the New World, but it is doubtful whether there are many serving today who know anything about H.M.S. Saker.

This is the name given to a stone frigate, part of the fourth floor of the main technical building of the United States Navy in Washington D.C.

Here are the offices of the Commander British Navy Staff, Rear-Admiral L. E. S. le Bailly,

and the administrative centre of a variable number of officers and men scattered throughout the United States.

The Admiral's staff includes officers of most specialisations and, additionally, Polaris and Phantom sections are housed in the same building.

Other officers are on exchange appointments at stations throughout the country, carrying out such diverse duties as flying with the U.S. Navy, serving with the U.S. Marine Corps in the Caribbean, instructing at training establishments, and deep sea diving.

The number of ratings varies and is sometimes increased by men undergoing courses of U.S. equipment.

At present there are 11 Fleet Air Arm ratings at St. Louis and Baltimore on the Phantom programme; four cooks and stewards with Deputy SACLAN at Norfolk, Virginia; a corporal R.M. (admiral's driver) in Washington; and a Chief Wren and two communication ratings on a satellite programme.

CHORES MISSED

Our correspondent says that the latter were last heard of on Ascension Island, "and so they don't do cook of the mess in Saker very often."

A saker is a bird of the falcon family, which migrated through Naval Air Station, Dartmouth, Nova Scotia (1941) to R.N. Office, New York (1942), before settling in Washington (1947).

The "nest" is close to the White House and only about a mile from the Pentagon.

Admiral le Bailly, who is also the naval attaché, has duties as the U.K. National Liaison

LATEST FILMS FOR THE NAVY

Bold scenes in slum shocker

Presented in the fashion of a documentary, perhaps to make more acceptable some of the shock scenes, "Poor Cow" is the outstanding production of the latest list of features released by the Royal Naval Film Corporation for showing to the Fleet.

Some may regard it as part of the drab "kitchen sink" level of plays and cinema, but it cannot be denied its excellence for camera technique, dialogue realism, and atmosphere of absolute authenticity.

Whether it adds up to entertainment is a question that each cinema-goer must answer for himself.

The full list of films is as follows:

Poor Cow.—Terence Stamp and Carole White. Frank portrayal of life in the raw in a London slum, given a shock start with the birth of a baby. Outspoken language and bold sex scenes will affront some and arouse violent opinions, but surely not indifference. (Warner Pathe.) No. 664.

Central role in "Poor Cow," played by Carole White with delicacy, emotion, and plenty of humour

The Jokers.—Michael Crawford, Oliver Reed, Harry Andrews. The story of an "un-criminal" crime about the theft of the Crown Jewels for a joke. Clever, plausible, and good light entertainment. (Rank.) No. 665.

The St. Valentine's Day Massacre.—Jason Robards, George Segal. Reconstruction of the lusty gang warfare in Chicago in 1929. A bloodthirsty piece of modern history, having a strong bite for audiences who like heavy fare. (20th Century-Fox.) No. 666.

The Anniversary.—Bette Davis, Sheila Hancock, Jack Hedley. Unashamed, unbelievable melodrama, this film contrives to be good fun. A mixture of comedy, sex and outspoken dialogue to suit modern tastes. (Warner Pathe.) No. 667.

Note: The R.N. Film Corporation has moved from Deptford. The new address is R.N.F.C., Old Admiralty Building, London, S.W.1.



Representative to SACLAN at Norfolk, Va. 250 miles south of Washington.

He also has to attend meet-

ings of the United Nations Military Staff Committee in New York, 230 miles north of his "ship."

DOUBLE FOR DIAMOND

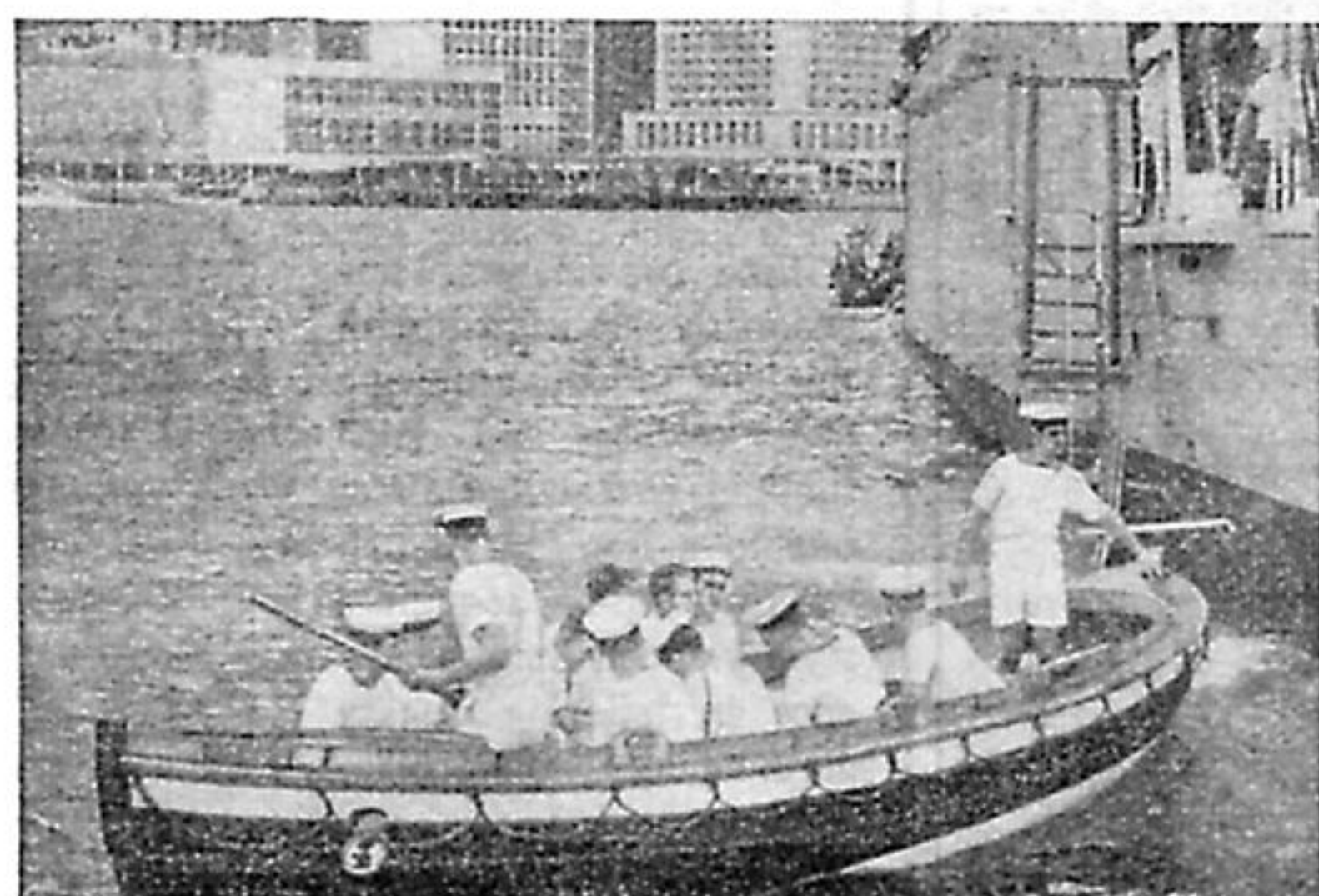
When H.M.S. Diamond visited Amsterdam there were no spare diamonds to be picked up, but the hospitality of the Dutch people more than made up for the precious stones.

The ship's company arranged a party for 30 under-privileged children, but double the number arrived, causing a minor panic in the catering and Father Christmas departments.

Party food, boat trips, and the antics of the "pirates" were thoroughly enjoyed by the children, all of whom went away with a memento of the visit.

In the picture (left) is Junior Seaman Jim Nixon, of Whitty, one of the lively "pirate" band.

Admiral Sir John Bush, Commander-in-Chief Western Fleet, visited Brest aboard H.M.S. London



If you were posted abroad tomorrow, here's how Westminster Bank would help you

THINK A MINUTE. One of these days a posting abroad may be a very real possibility. And that's when you could be thankful you've got an account with Westminster Bank. Here are four typical problems for members of H.M. Forces and how the Westminster Bank helps solve them.

1. Buying a car. Say you are buying a car through hire-purchase. You can pay all instalments with a 'standing order'. The Westminster will pay them regularly in your absence. That goes for mortgage payments, rates, subscriptions, we'll do all the remembering for you.

2. Joint accounts. Let us assume you're married. We can arrange for your wife to draw money from your account or have a joint account. Regular statements will be sent.

3. How on earth can you save? Suddenly you are spending not pounds but foreign currency. Very exciting. And can be very expensive. At such times the idea of saving will seem dull. It is

nevertheless very, very wise. You can arrange with the Westminster to pay fixed amounts into a deposit account. (Where it accumulates interest.) Or to some other investment. This way you know you'll always have money when you come home.

4. Let us take care of the worrying, too. It is easy for a man on active service to get tangled up in complicated questions of money affairs. Your local Westminster Bank Manager will be pleased to help you find the very best advice on these matters.

Call in at your nearest Westminster Bank

We hope we have convinced you that we understand the problems your life may present at any moment, and that we can give you a lot of immediate help with them. Why not have a friendly talk with your local Westminster Bank Manager? He'll tell you just how easy it is to open an account with us. Or write direct to the Head Office of the Westminster Bank, 41 Lothbury, London EC2.

Mauritius—

NAVY NEWS APRIL 1968

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NAVY'S SUNSHINE ISLE STATION

An image of a tiny island shimmering like a jewel in the warm, blue waters of the Southern Indian Ocean becomes reality as one flies over Mauritius to land at Plaisance airport.

The luxuriantly fertile central plateau is covered in green, and the island is encircled by a white necklace of surf breaking over the coral reef.

When Mauritius became independent last month, it had

provides secondary modern education for children up to 15 and there are two locally recommended grammar schools.

The tropical appearance of the island is enhanced by the

unmistakable atmosphere of old Colonial France.

Children of naval families live in the water and swim like fishes. Because night life is lacking, families re-learn the art

UNAFFECTED BY RIOTS

Descendants of former African slaves, with Indians and Chinese, form a background of religious and racial confusion which has led to local antagonisms and rioting, but despite this tension naval men and their families enjoy life in this beautiful island.

of private entertainment and tend to live in closely-knit social communities.

Black River is where the Navy's Sub Aqua Club go in the morning before sunrise on shell-diving expeditions. Here one can find the Cowries, Cones and the giant Spider Conche. Shell collecting is very popular, and some of the displays are magnificent.

Rest centre

The Royal Navy Beach Club has a rest centre for all naval personnel, with chalets for the week or week-end; a well-equipped beach club for meals and drinks, and a magnificent beach.

Grande Baie to the north of the island is a famous beauty spot with white sandy beaches, lovely seaside homes, and a charm all its own.

The Royal Navy has a thriving sporting life with archery, shooting, skin diving, football, rugby, tennis, squash and a swimming pool of its own at Vacoas. Sailing is a popular pastime, with the deep blue of the sea making a backdrop for the colourful sails of Enterprises and other dinghies.

At the 'Palace'



Shopping at all the best places! A saucy trader runs his business under a nostalgic title

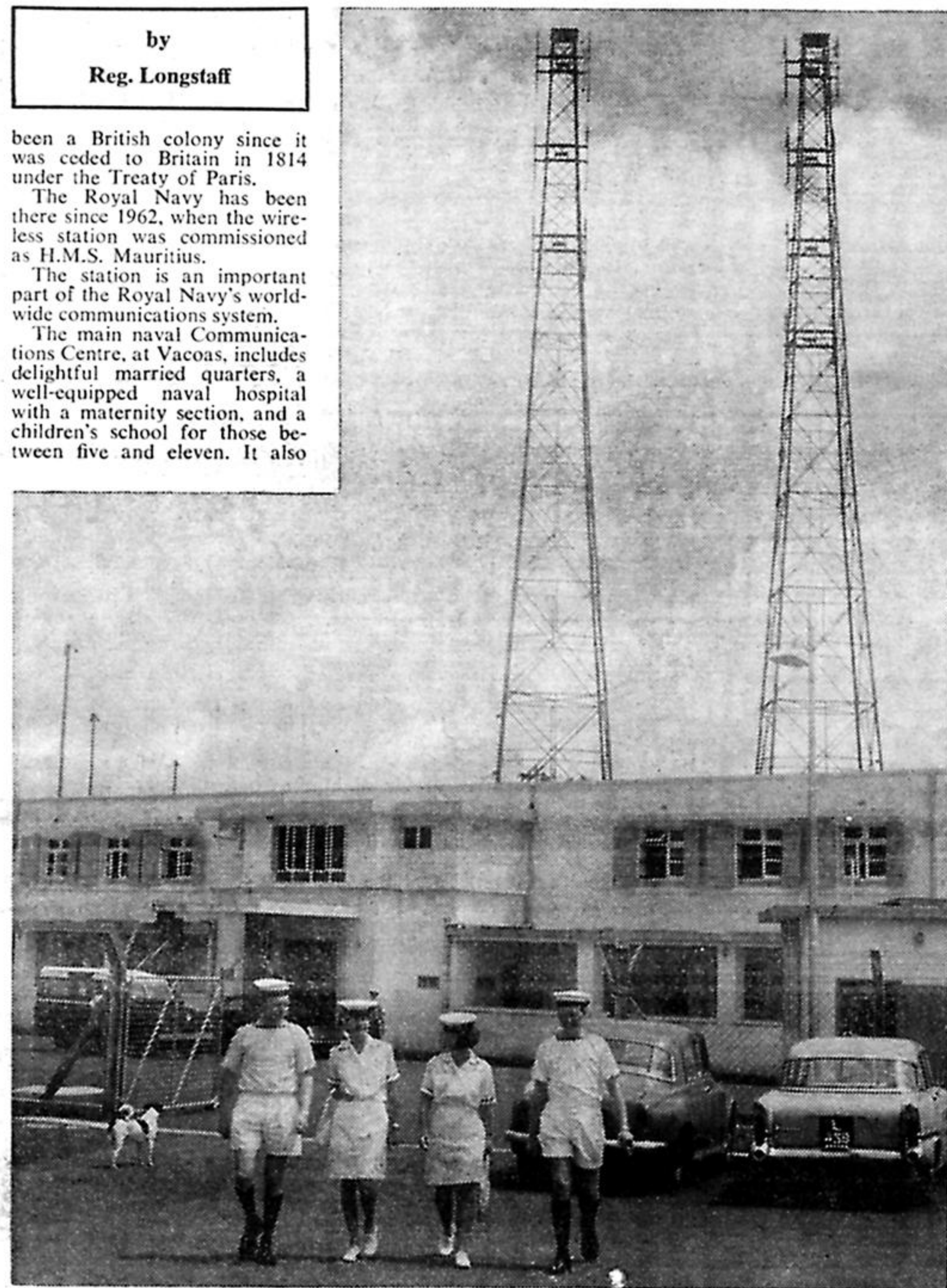
by
Reg. Longstaff

been a British colony since it was ceded to Britain in 1814 under the Treaty of Paris.

The Royal Navy has been there since 1962, when the wireless station was commissioned as H.M.S. Mauritius.

The station is an important part of the Royal Navy's world-wide communications system.

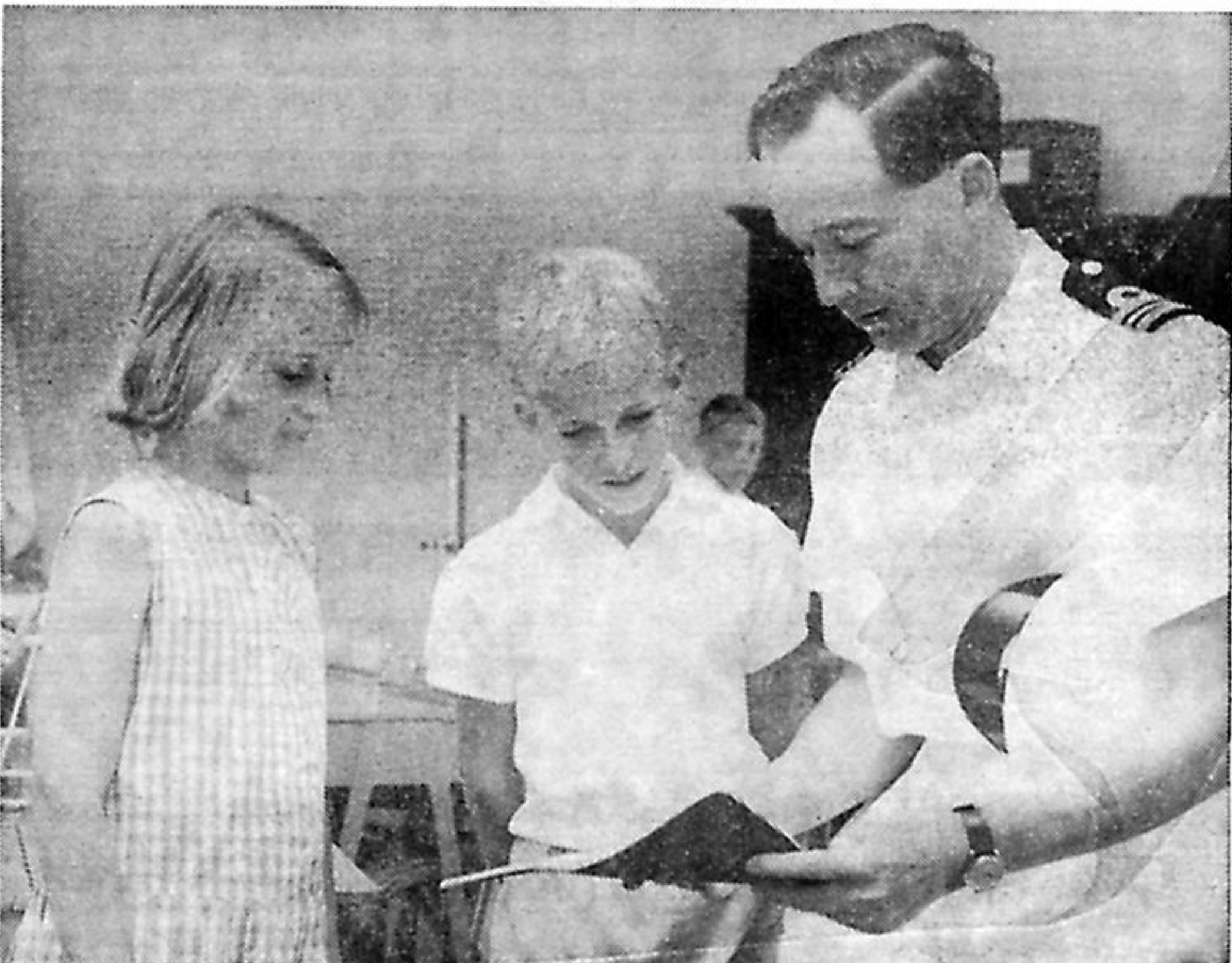
The main naval Communications Centre, at Vacoas, includes delightful married quarters, a well-equipped naval hospital with a maternity section, and a children's school for those between five and eleven. It also



The main centre for the Navy's wireless station, and (below) enjoying the atmosphere of the open-air market



Wrens, nurses and ratings revel in the sunshine on a beautiful sandy beach. Below, children at the naval school



Reunion for 'twin career' admirals

The president of the Association, Admiral Sir David Luce, accompanied by Lady Luce, attended the second annual dinner and dance of the Christchurch branch.

The branch president, Admiral Sir Wilfrid Woods, a former Commander-in-Chief, Portsmouth, the Deputy Mayor of Christchurch, Alderman E. Spreadbury and Mrs. Spreadbury were among the guests of honour.

Shipmate F. Rumney, branch chairman, welcomed the guests. Introducing Admiral Luce, Admiral Woods recalled that both of them joined the Navy on the same day—49 years before.

The two, from then on, rowed stroke for stroke, even joining submarines together. Sir David ended his career as First Sea Lord, from which he resigned because he could not agree with Government policy regarding aircraft carriers.

BRANCH PRAISED

Sir David congratulated the branch in having recruited 63 members in less than three years. He felt, however, that the numbers in the Association were fantastically small compared with the numbers eligible to be members.

Admiral Luce mentioned that he had discovered that Mrs. Spreadbury, a former member of the Wrens, had served under his command during the war, when he was commanding the joint operations landing force at Cowes.

Shipmate Woodward, founder-treasurer of the branch, has had to resign from that office, his job having taken him away from the district.

On behalf of the branch he was presented with a coffee set to mark his good work.

Luton again

The Luton branch, which was disbanded 10 years ago, was "re-commissioned" on February 15. The vice-chairman of the National Council, Shipmate Eric C. Knight, performed the ceremony.

In his address he mentioned that he had commissioned a number of branches in No. 6 Area, but this was the first time he had re-commissioned a branch which had been "moth-balled" for such a time. He wished the branch a long and happy commission.

The secretary of the branch is Shipmate L. Nicholls, 4 Churchfield Road, Houghton Regis, Beds.

Lichfield officers

The secretary, Shipmate T. G. N. Stubbs, who has held the office 11 years, and the treasurer, Shipmate R. Parker, who has held office for 10 years, were re-elected by Lichfield branch at the eleventh annual meeting.

Lichfield entertained the West Bromwich branch on February 17 in the knock-out competition for the Lichfield Memorial Trophy, an event which includes darts, dominoes and cribbage.

Winners were Lichfield, who now go forward to the finals. They won the trophy last year.



THE
ROYAL NAVAL
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"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"



Left to right: "Don" Murray, Cdr. Robertson-Arkman (vice-presidents); G. C. R. Collins, wearing chain of office (president); E. Sowerby (president, Bromley); A. Langford (chairman, Hanworth); Capt. D. Macintyre (president, Ashford branch); E. S. Standen (secretary). Escort for cake, Sea Cadets Christianson and Saxby.

ASHFORD ON ANOTHER BUS HOLIDAY

The unity of the Ashford (Kent) branch is shown by the fact that for several years members have got together for a holiday. This year is no exception.

A coach load of some 28 shipmates are travelling to Lyme Regis this month. Naturally calls are made on other branches during these tours. The holiday-

makers will be at Portland on April 23, and it is hoped they will see something of Bridport and Charmouth members.

On April 24 the party will be visiting the R.N. Air Station at Yeovilton.

Ashford branch recently celebrated its 20th birthday. It was quite a "mini-reunion," with more than 150 shipmates and their ladies present.

Maidstone and Leamington Spa also celebrated their 20th birthday on the same day, and Ashford sent them both greetings.

In the presence of members from Hanworth, Hounslow, Bromley, Gillingham, Sevenoaks and Sidcup, the branch president, Capt. Donald Macintyre, cut a large iced cake.

A surprise of the evening's celebrations was the presentation to Shipmate "Don" Murray, the vice-president, of a photograph and past history of H.M.S. Murray, from the commanding officer of the ship.

Too much sea?

Plymouth's new branch president, Vice-Admiral Sir Charles Mills, was present at the annual meeting of the Branch on March 8, being "piped aboard" by Shipmate T. Nesbitt.

The Admiral spoke of the recent defence cuts and how they would affect both the port and the dockyard.

Cup for Durban

With the closing of the South Atlantic Station, a number of trophies became available for disposal, and it was the wish of the Navy that they should remain in South Africa.

The Royal Naval Association, Durban branch, has obtained one of these trophies—the Hagan boxing cup—presented to the Royal Navy in 1935 by a clergyman of that name.

The presentation of the cup to the branch was made by the captain of the coastal minesweeper, H.M.S. Chawton, on behalf of Commodore J. W. D. Cook, the Senior Naval Officer, South Africa. Chawton had called at Durban on her way to the Persian Gulf.

Shipmates of the Durban branch are a little beyond the fisticuffs stage, and they are being asked to suggest competitions for the cup.

Camberley colours

Camberley branch, at its annual meeting, decided that the old Standard, which had served the branch so well for the past 20 years, should be paid off and a new one obtained.

Shipmate W. Pibworth, vice-president of the branch, says that all officers, who did so well over the past year, were re-elected, except the chairman, who has had to resign because of ill-health.

The annual dinner was held at the Civic Hall and 130 were present, including a contingent from the Kenton and Kingsbury branch.

Burton gifts to Resolution crew

Guests at a buffet dance of Burton and District Royal Naval Association were Cdr. K. D. Frewer, commanding officer of the starboard crew of the Polaris submarine, H.M.S. Resolution, and Mrs. Frewer.

During the evening a bible and hymn book were presented to Cdr. Frewer for the use of the submarine.

The branch president, Lieut.-Cdr. G. Fuller, R.N.R., made the presentation and also handed to Cdr. Frewer a bottle of Bass "King's Ale," brewed in 1902 to mark the visit to Burton of King Edward VII.

Cdr. Frewer planned to open the bottle to celebrate the first successful firing from Resolution of a Polaris missile.

Also presented for competitive use of both crews was a silver cup. This was presented on behalf of the local Mercian Brigade of the T & A.V.R.II.

In thanking the association, Cdr. Frewer spoke of the work and sacrifice of personal time which must have gone into the organisation of the event and the decorating of the hall, mentioning the association's secretary, Mr. C. Willingham, who had done so much to make the evening such a success.



Cdr. Frewer being presented with the Bible and Hymn Book by Lieut.-Cdr. Fuller. Also in the picture are Mr. A. E. Thompson; CPO C. Willingham (secretary); Lieut.-Cdr. K. Hornby-Prestnall; Mr. L. Winter, (chairman); Lieut. G. C. Fidler

Slating for the critics

When the Torbay branch held its annual dinner the chief guest was Capt. I. W. Jamieson, Captain of the Britannia Royal Naval College, Dartmouth.

In proposing the toast of the association, Capt. Jamieson slated the critics of the Navy's future role as an effective fighting force.

He pointed out that although some people thought that the Navy was dwindling away, there were 90,000 officers and men in the Service in 1932 and "today, despite the Government's pruning, the numbers had not decreased below that figure."

Capt. Jamieson did not think recruitment would be affected very much, because the Navy had a lot to offer the young man of today.

He was confident many young men would rather have the challenge and adventure of a naval life than the dull routine of a nine-to-five office job.

Capt. Nelson Clover, branch chairman, reported on the branch's progress during the year, and instanced the work of the welfare officers who had assisted the Royal Naval Benevolent Trust on several urgent and deserving cases.

Attendance at the meeting was disappointing, Commodore P. E. Bailey suggesting that as Plymouth was a naval port, people eligible for membership were so saturated with the sea and ships, that they wanted to get away from it all in their leisure time!

Loss to Brighton

The vice-chairman and for many years steward of the Brighton branch, Shipmate Henry James (Tim) Riley, died on February 25.

IN BRIEF

The two areas, No. 9 and No. 11, are combining for a memorial service at sea, off Spurn Point, on Sunday, June 2. Shipmate A. W. Denton, 95 Hadrian Road, Fenham, Newcastle, NE4 9QH, or Shipmate F. Stephenson, chairman of the Lincoln branch, should be contacted for tickets or for further information.

The Bristol branch will be dedicating its standard on September 22 at St. John's Church, Whiteladies Road, Clifton, at 2.30 p.m.

The Area Secretary for No. 10 Area says that the area will be holding their reunion dinner and cabaret at the R.N.A. Club, Mill Brow, Widnes, on May 3.

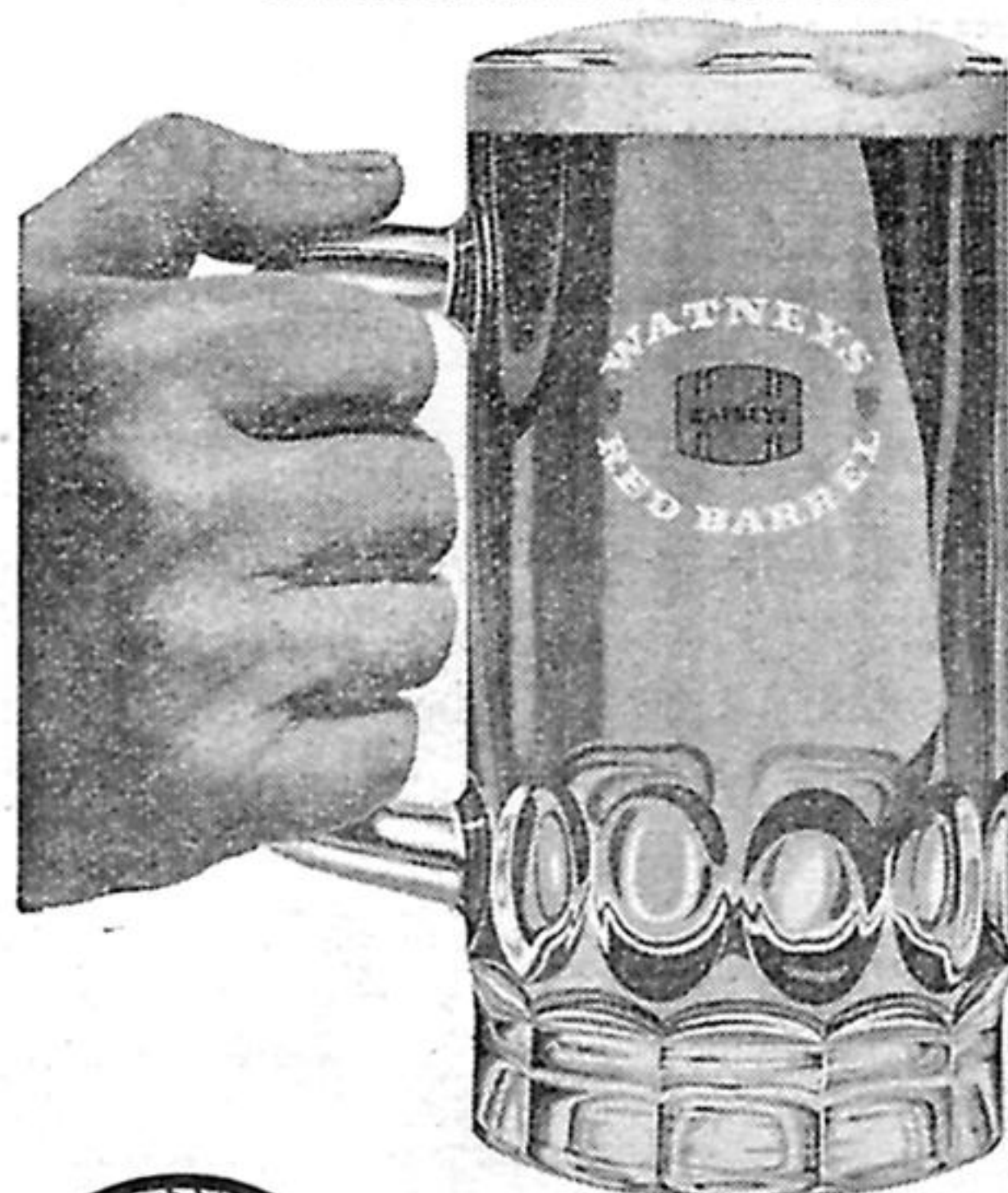
A new branch, Blackburn, was inaugurated on St. David's Day.

The Area conference at Liverpool, on April 27, will be preceded by the Annual Standard Bearer's competition.

Instead of its usual monthly meeting in February, the Newton Abbot branch held a buffet dance. The ladies' section recently held a coffee party and a jumble sale, profits from the two being over £20.

RED BARREL

for men who can handle
a fistful of flavour



WATNEYS
RED BARREL

The Admiral's aboard



Actor Terry Sculley as Lord Nelson

A familiar figure has been striding the deck of H.M.S. Victory in Portsmouth Dockyard—Lord Nelson himself (or so it seemed)—but the illusion of 1805 and all that has been quickly dispelled by the sight of movie cameras.

Location shots were being filmed on the upper deck of Nelson's old flagship for "Triton," a new children's television adventure series.

Nelson and Napoleon both figure in the story, with H.M.S. Victory providing the background for much of the action.

"Sailors" in authentic costume aroused interest enough on board, but actor Terry Sculley brought an almost uncanny atmosphere to the occasion because of his striking likeness to the Navy's hero.

"Triton" is based on the story of the American Robert Fulton, designer of the first submarines in the early 19th century. He designed a submarine for the French in a bid to overcome British naval supremacy.

WORK STUDY FROM U.S.

The reputation of the Royal Navy's Management and Work Study School at Portsmouth has spread far afield. Ch Mech D. Hayllor, a member of the school's instructor staff, is here seen with four members of the United States Navy—Snr Ch Radioman B. N. Greenhalgh; Capt. N. E. Chalmers, U.S.N.; Snr Ch Radarman W. O. Carey; and Capt. E. Saroch, U.S.N.



A MINI PLUS A THOUSAND LANDINGS

A thousand deck landings is always good for a celebration, but Lieut. Nigel Burbury, of Bridport (Dorset) had an even better reason than that. He won a Mini (car type) in the Variety Club of Great Britain raffle.

Lieut. Burbury is Wasp helicopter pilot aboard H.M.S. Galatea and the champagne flowed and a cake was cut when the frigate was at Gibraltar on the way home to U.K.

Also taking a glass and a slice

were the crewman, NA Robert Whittle, of Stonehouse (Glos.), Rear-Admiral M. F. Fell (Flag Officer, Gibraltar), Capt. J. O. Roberts (commanding officer of H.M.S. Galatea), and officers and ratings who form the helicopter control, maintenance and flight deck crew.

THREE FROM EAGLE IN SEA RESCUE

Three sailors from H.M.S. Eagle saved a young man from drowning during their ship's stay at Perth, Western Australia.

The rescuers, Andrew Black, of Cowdenbeath (Scotland), Roger Parker, of Bridgwater (Somerset), and William Pointer, of Newcastle (all ME 1's), pulled the swimmer out of the water. While Black (centre) gave mouth-to-mouth resuscitation, Parker ran and telephoned for an ambulance.



Lieut. Burbury and NA Whittle

The 'News' Diary

NAVY NEWS APRIL 1968

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Friendly call



It makes a change from having a tiger in the tank to have a lion on the bonnet, and that is just what happened to CPO Gordon Howlett and RO Daniel Streather when they accepted an invitation to the famous Lion Country Safari at West Palm Beach, Florida.

Their ship, H.M.S. Aisne, was at Cape Kennedy for the Polaris missile firing from H.M.S. Resolution.

Gallantry in Aden wins commendation

Aden and Crater may soon become words in history, but they are still very fresh in the minds of the Royal Marines who served there.

Four members of 45 Commando have each received a Certificate of Commendation.

They are Sgt. J. R. French (Budleigh Salterton), Cpl. J. Ross (Edinburgh), Mne K. F. Wilson (Liverpool) and Mne M. C. Harrison (Portsmouth).

The Certificates are for gallant and distinguished conduct.

Exam successes

Many Royal Navy personnel desirous of obtaining a civilian qualification were among a record number of entries reported by the Society of Licensed Aircraft Engineers and Technologists for the corporate membership examinations last November.

Successful R.N. personnel were Sub-Lieut. M. J. Norman (Culdrose), CEA(Air) W. A. L. Barnett (Arbroath), and CPO D. N. Ledger (Arbroath).

An announcement from the society says that Norman has been named as winner of the J. L. P. Brodie Memorial Award for 1967 as the most meritorious candidate in that year's examinations.

"It is gratifying that this achievement is by an officer who is only 23," says the announcement, "and that he is now eligible to enter the society as a graduate and may be upgraded to Associate Member on attaining the age of 25."

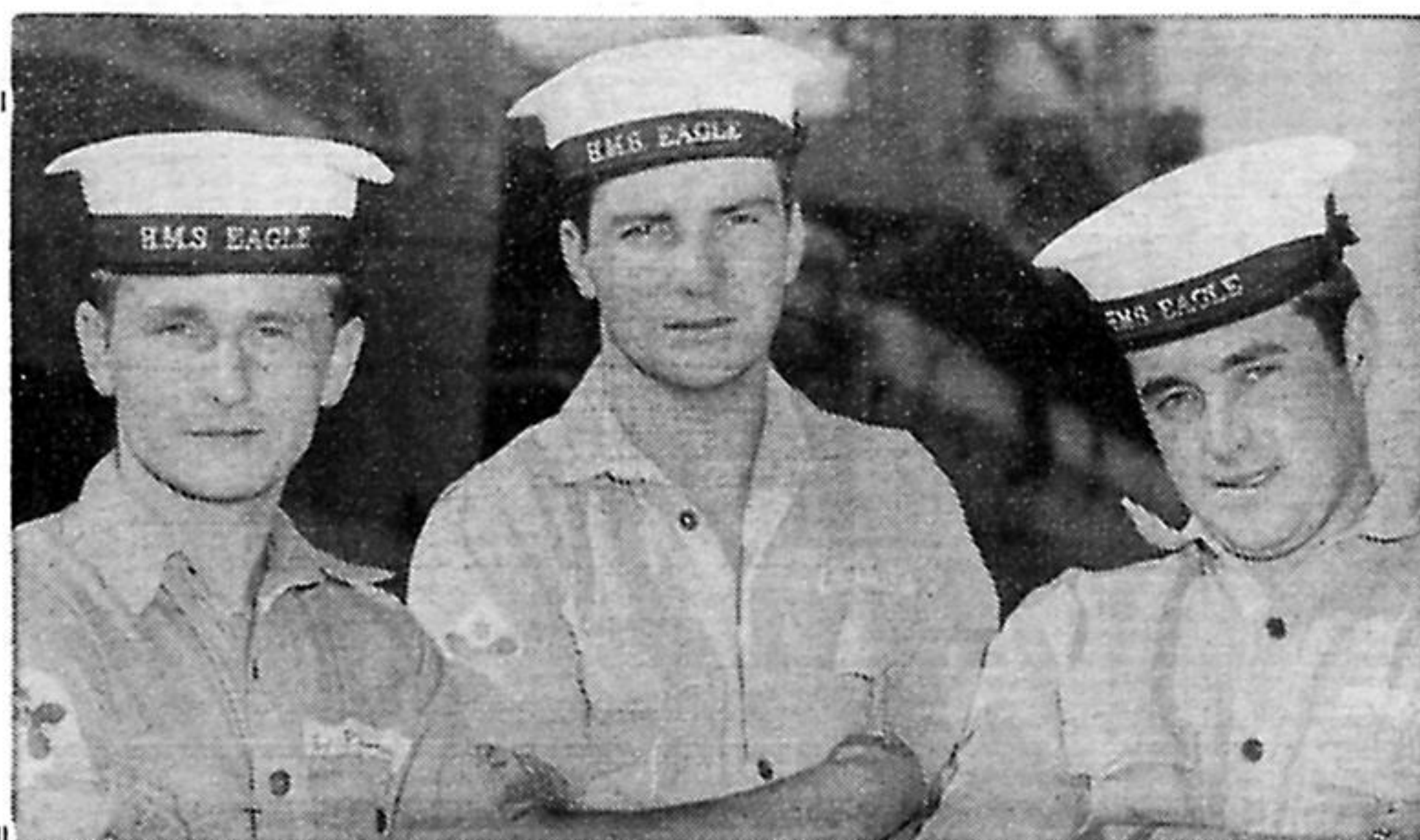
Top of course

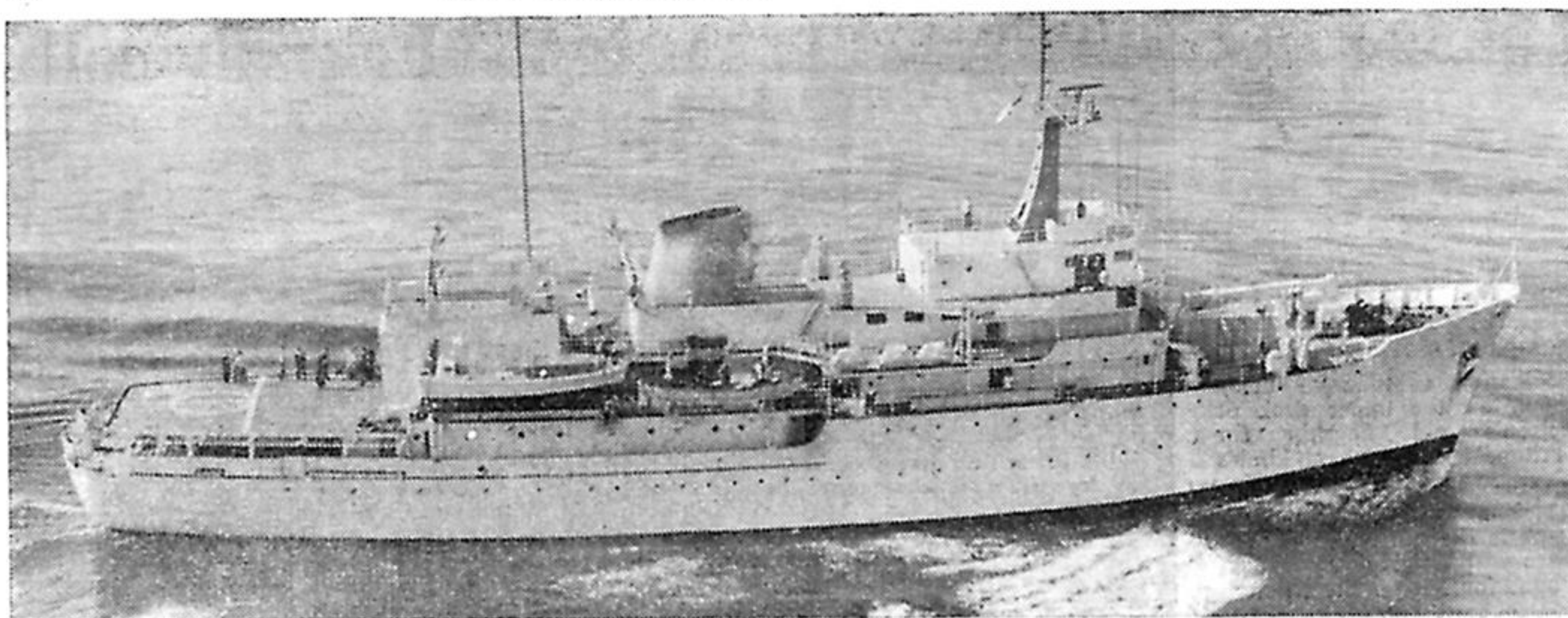
Lieut. Richard Burn, whose home is near R.N.A.S., Yeovilton, has become the first Navy flier to pass out top of the course at the U.S. Navy test pilots' school at Patuxent River.

He was awarded the U.S. Navy League prize for being the outstanding student on the course.



Revelling in the warm sea of the Southern Indian Ocean—Wren relaxes off duty on the beach at Mauritius





BIGGEST JOB FOR THE COMPUTERISED HECLA

H.M.S. Hecla, the survey ship, which has just completed a refit in Devonport Dockyard and is now completing her work-up programme at Portland, will be setting out later this year to undertake one of the biggest surveying tasks ever attempted.

Capt. D. W. Haslam, the Commanding Officer, said that she would chart an area in the North Atlantic the size of the whole of Ireland.

To assist with the work, computer devices which have cost about £70,000 have been installed in the ship. She has been fitted with an automatic data processing system based on a commercial digital computer.

It is believed that this is the first time such a system has been attempted outside the United States.

H.M.S. Hecla and, below, some of the ship's company wishing the ship (and themselves) good luck during the recent recommissioning ceremonies

Ball floated in Navy's 'polo' soccer

When H.M.S. Devonshire was released from her duties in the Middle East—part of the naval task force off Aden



—she headed south to the Seychelles Islands, accompanied by H.M.S. Phoebe and the Royal Fleet Auxiliaries Tidereach, Dewdale, and Tarbatness.

An elaborate entertainment programme was arranged, but much of the visit was spoilt by the almost incessant rain.

Even the soccer match, watched by practically the whole local population of the capital town of Victoria, on the largest of the 101 islands, Mahe, was not spared. The ball frequently floated, but a 2-2 draw satisfied everyone.

EXERCISES OFF GAN

The end of January and the beginning of February was

spent exercising off Gan. The flag of the Flag Officer Second in Command Far East Fleet was flown in Devonshire.

H.M.S. Eagle and the nuclear fleet submarine H.M.S. Warspite took part in a busy programme of exercises and trials.

No one was really sorry when the exercises finished and the ships departed for Australia.

The ships — Devonshire, Daring, Euryalus, Dido, Zest, Triumph and the fleet supply ship Stromness—were at Sydney 17 days.

At the end of the visit the Royal Navy ships, accompanied by two Royal Australian Navy ships, took part in an anti-submarine exercise off the southern New South Wales coast.



The Sheffield

H.M.S. Sheffield will live on—as a public house in the city of Sheffield.

Tennant Brothers Ltd., the Sheffield Brewers, have been in touch with the Admiralty and received a lot of co-operation.

The decorations in the house will feature several items from the cruiser that have been received from the Navy, together with contributions from local naval ex-Service men.

Any reader who has items of interest related to H.M.S. Sheffield is invited to contact the Estates Department, Tennant Brothers Ltd., Exchange Brewery, Sheffield S3 8NL, with a view to arranging a loan or sale.

The cruiser's bell hangs in Sheffield Cathedral together with other Service trophies.

NATO exercises for Royal Yacht

Mr. Maurice Foley, Under-Secretary for the Navy, told the House of Commons on March 12 that the royal yacht H.M.S. Britannia is to be used in a considerably wider role and wherever practical for naval purposes.

In a debate on the Navy Estimates, Mr. Foley said that the Queen had been anxious that the yacht should be used for other than royal occasions.

Mr. Emrys Hughes, M.P., who many times has suggested uses for the yacht, had asked what Britannia's crew did during the time she was not being used.

The Minister said that there are plans to use the yacht in

N.A.T.O. exercises, and the Admiralty was examining ways and means of using the skills of the ship's company to wider advantage.

Minister at Portland

Mr. Maurice Foley, Parliamentary Under Secretary of State for Defence for the Royal Navy, had a busy day at Portland on March 21, having spent the previous night at the residence of Flag Captain and Captain of H.M.S. Osprey, Capt. K. Lee-White.

Briefed on Naval activities at Portland by the Flag Officer Sea Training, Rear-Admiral J. C. Y. Roxburgh and Senior Staff Officers, Mr. Foley next met Whitley Council members, toured H.M.S. Osprey accommodation, meeting Chief Petty Officers in their mess, and then lunched with Admiral Roxburgh.

After lunch the Minister met Dockyard officers and was given a briefing on dockyard activities by Capt. G. F. A. Trewby—the Captain of the Base.

The Minister's final visit was to the Naval Air Station.

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Monument
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NAVY NEWS

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To: Bank Limited. Branch.....
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Please pay to the order of THE CLUBMAN'S CLUB, Lloyds Bank Ltd., Golders Green (30-93-50) the sum of 6 guineas 2 months from the above date and thereafter on the same date each year being my annual subscription to THE CLUBMAN'S CLUB.
Signed
Address

'PUNCH'S' LONG TRIP

The little "Ton" class minesweeper, H.M.S. Puncheston (426 tons, full load) has left Bahrain for Gibraltar, and, because of the closure of the Suez Canal, she will have to sail 10,000 miles instead of a distance less than half that.

"The Punch"—those on board described her as "the most heavily gunned minesweeper in the Middle East" after being fired on at Mukalla last May—is to have an extensive refit.

Commanded by Lieut.-Cdr. H. F. F. Thurston, Puncheston is expected to make calls at Mombasa, Durban, Simonstown, Walrus Bay, Takoradi, and Freetown before reaching Gibraltar.

She will be unescorted for most of the way. Launched at Lowestoft in 1957, H.M.S. Puncheston served in the Mediterranean and the Far East before going to the Persian Gulf in the autumn of 1966. She played an important part in the Indonesian confrontation.

Below: Puncheston leaving the naval jetty at Bahrain.



LOTS TO LEARN

Pembroke's surprise

SO MANY VISITORS BELIEVE IT DIED IN 1960!

For 1,800 reasons H.M.S. Pembroke at Chatham feels it is about time to start killing the impression that the establishment was put to sleep with Nore Command about 1960.

Visitors regularly feign surprise that the "corpse" is so big, strong, and full of life, with an imposing list of important functions.

To give an idea of what goes on at Chatham, perhaps it is best to begin by explaining about all those "reasons" mentioned at the start.

The flagship

Besides acting as Flagship to Flag Officer Medway (Vice-Admiral W. J. Parker), Pembroke sees to the accommodation, food, pay, and recreation of:

Ships' companies of ships refitting and self-maintaining;

Flag Officer Medway's staff and Dockyard naval officers;

Large numbers of students borne for training;

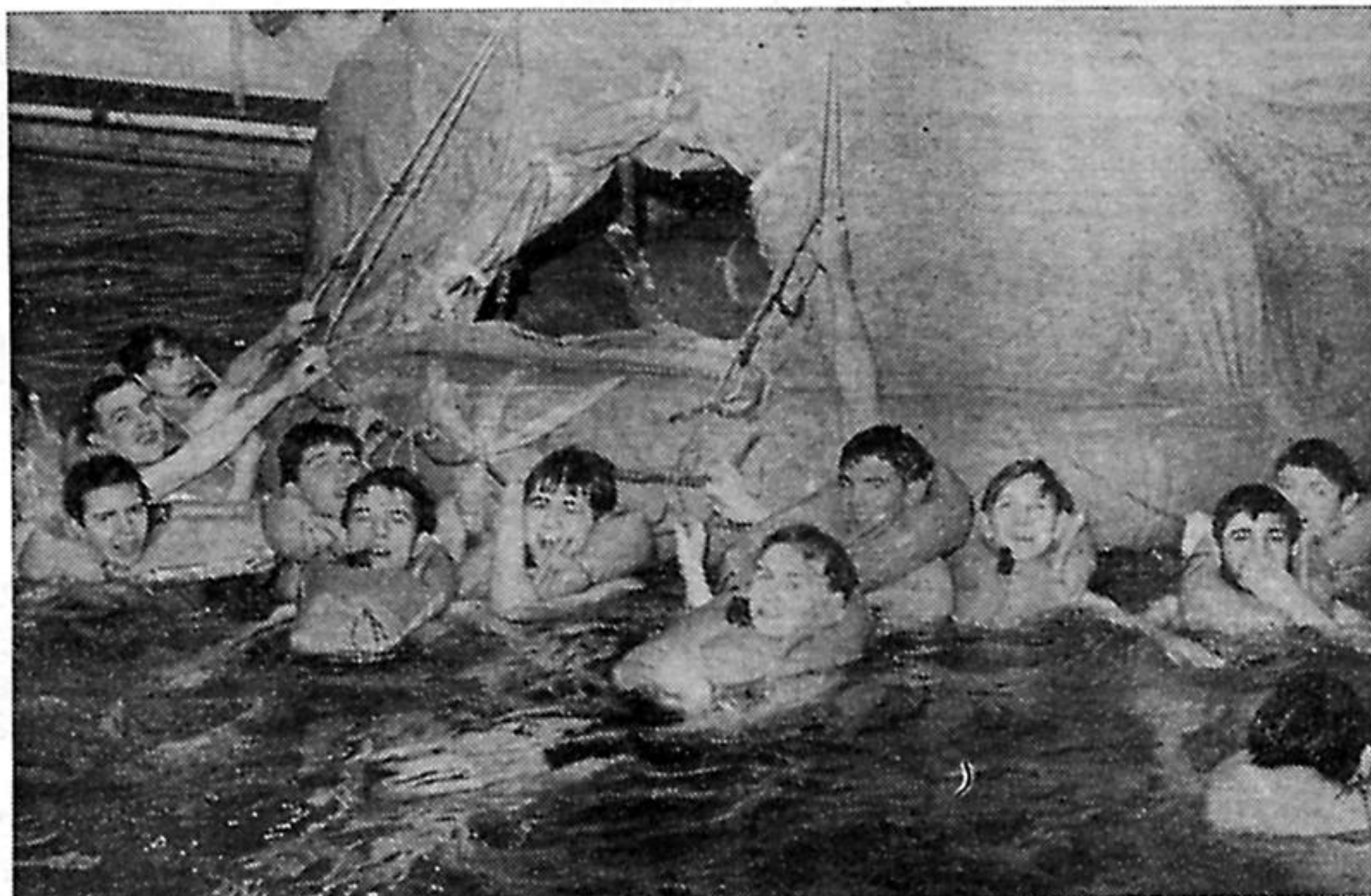
A Fleet Maintenance Unit, a Small Craft Refitting Group, and a Submarine Refitting Group;

Commander-in-Chief Western Fleet's Royal Marine Band; Ship's company H.M.S. Pembroke; and

Inshore Survey Squadron who are the tenders.

And all this adds up to a work load of accommodation, catering, pay, and cash for about 1,800 sailors.

There is a great deal more to Pembroke, however, than



simply acting as a rather vast hotel and pay office.

Besides medical and dental support (including a bit for the Army), there is a wide range of educational facilities.

One important feature concerns advice on resettlement and Educational and Vocational Training, for those about to leave the Service. (Even "Navy News" fell victim to Pembroke Panning by omitting to mention this facility in the February issue resettlement pages).

Supply and Secretariat Training for the Royal Navy involves 300 courses a year with an annual output of just on 2,500 students, both officers and ratings. There is also the setting and marking of all S and S examinations for the Fleet.

A Leading Rates Leadership School has a dozen to 16 two-week courses a year, while the vital Family Welfare is attended to by a branch of the organisation under the Commodore of the Royal Naval Barracks, Portsmouth.

For ceremonies

Even the odd apparently minor item can be demanding in time and effort. For instance, as "the South East London presence" Pembroke provides for such functions as ceremonial parties in London, R.N.R. summer courses, and the like.

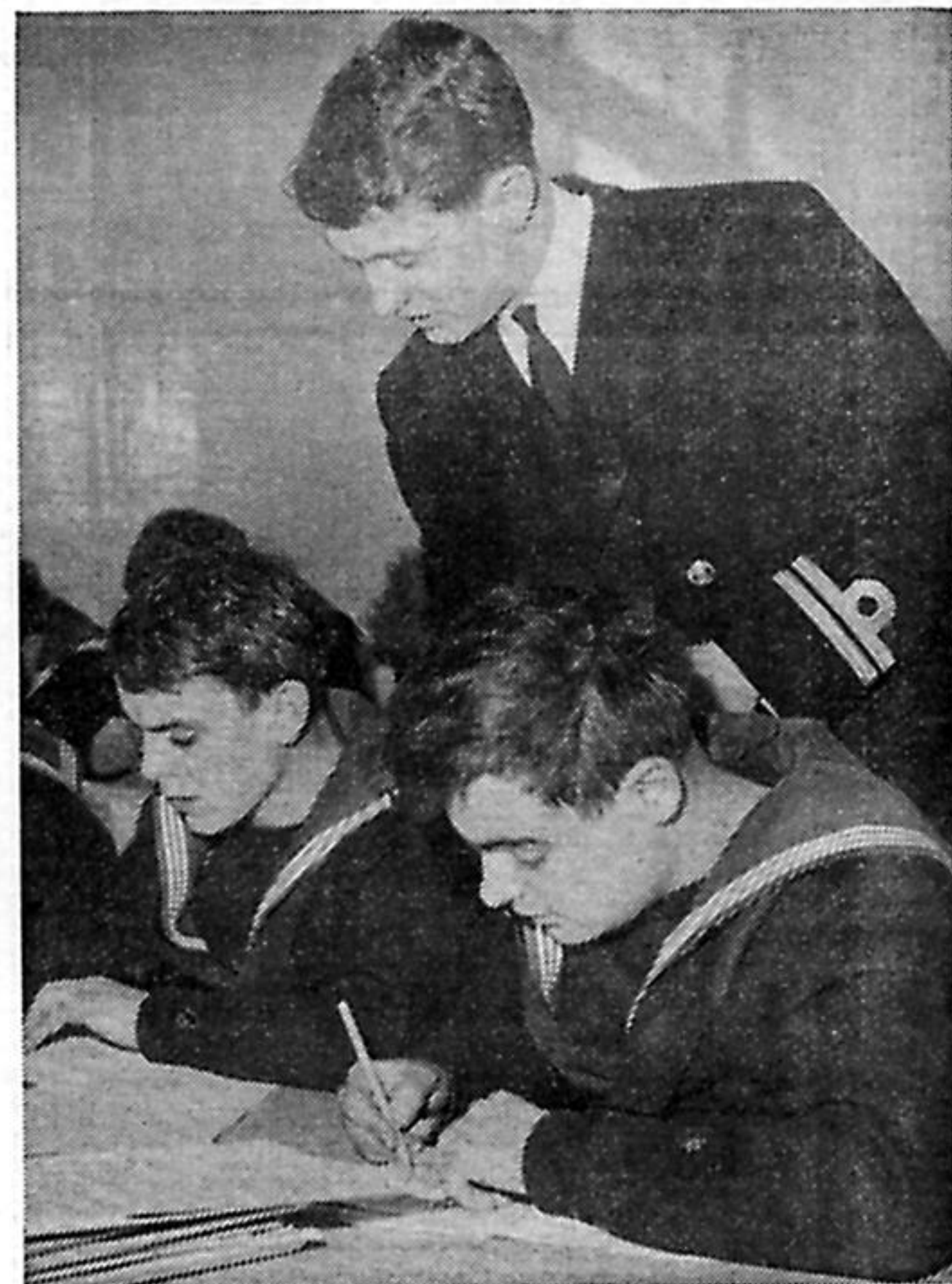
There were no fewer than 70 such functions in 1967!

On the recreational side, the facilities sound like a Billy Butlin holiday camp brochure.

Readers who have stayed the course will know by now that Pembroke is at least pulling its weight in the scheme of things.

Nobody can say they blow their own trumpet a lot—but they would like to get one idea firmly fixed. They are alive.

That "sinking feeling" when people don't believe you exist soon disappears in the fun of survival training—a welcome change from classroom routine.



Burying the 'ghost of St. Mary's'

The older members of the Chatham Port Division would not recognise the rapidly-changing scene up the Khyber Pass, not to mention the new Army establishment on our side, but on the side of the old St. Mary's Barracks there is a sea of mud and the noise of the builders' bulldozer.

However, very soon ratings on "R.A.", and later officers in Chatham, will be within walking distance of "mum".

Altogether 154 new married quarters—a mixture of houses, flats, and maisonettes—are rapidly taking shape. Some will be ready for occupation in the spring, and the remainder progressively throughout 1968.

It is planned to build a further 76 quarters on a site not yet fixed.

DARGETTS WOOD

There are, of course, 414 married quarters already established on the Dargetts Wood Estate. Some of these are occupied by the Army, but they are gradually being returned to the Navy.

Officers have not been forgotten, for work is expected to begin in June on 77 houses on the site of the old Commander-

in-Chief, The Nore's house. Some admirals must be turning in their graves!

In the meantime 50 houses are being purchased (some already occupied) on the three separate estates in the Rainham area.

It is to be hoped that the old myth of the "ghost of St. Mary's" is now well and truly dead and buried by bulldozer.

But there are plenty of out-of-door breaks from books and exams to keep the body as active as the mind.

Excellent sports facilities exist for Pembroke personnel, including a gymnasium, heated swimming bath, sports field, courts, sailing centre, 22 shooting range, cinema, bars, and dance hall.

Nuclear refitting base progress

When to all the tasks covered by the naval establishment of H.M.S. Pembroke is added those of the adjacent and thriving dockyard—not to mention the currently building Nuclear Refitting Base—it adds up to a go-ahead Medway Sub-Command.

TOP OF THE POPS

Despite the ballroom being severely damaged by fire over a year ago, the Pembroke Club has remained a leading beat centre in the Medway Towns, and has a programme of bookings the envy of many better-known competitors.

Most of the groups booked for this season are already on disc, and include the nationally known Mojoes and Pinkertons Colours.

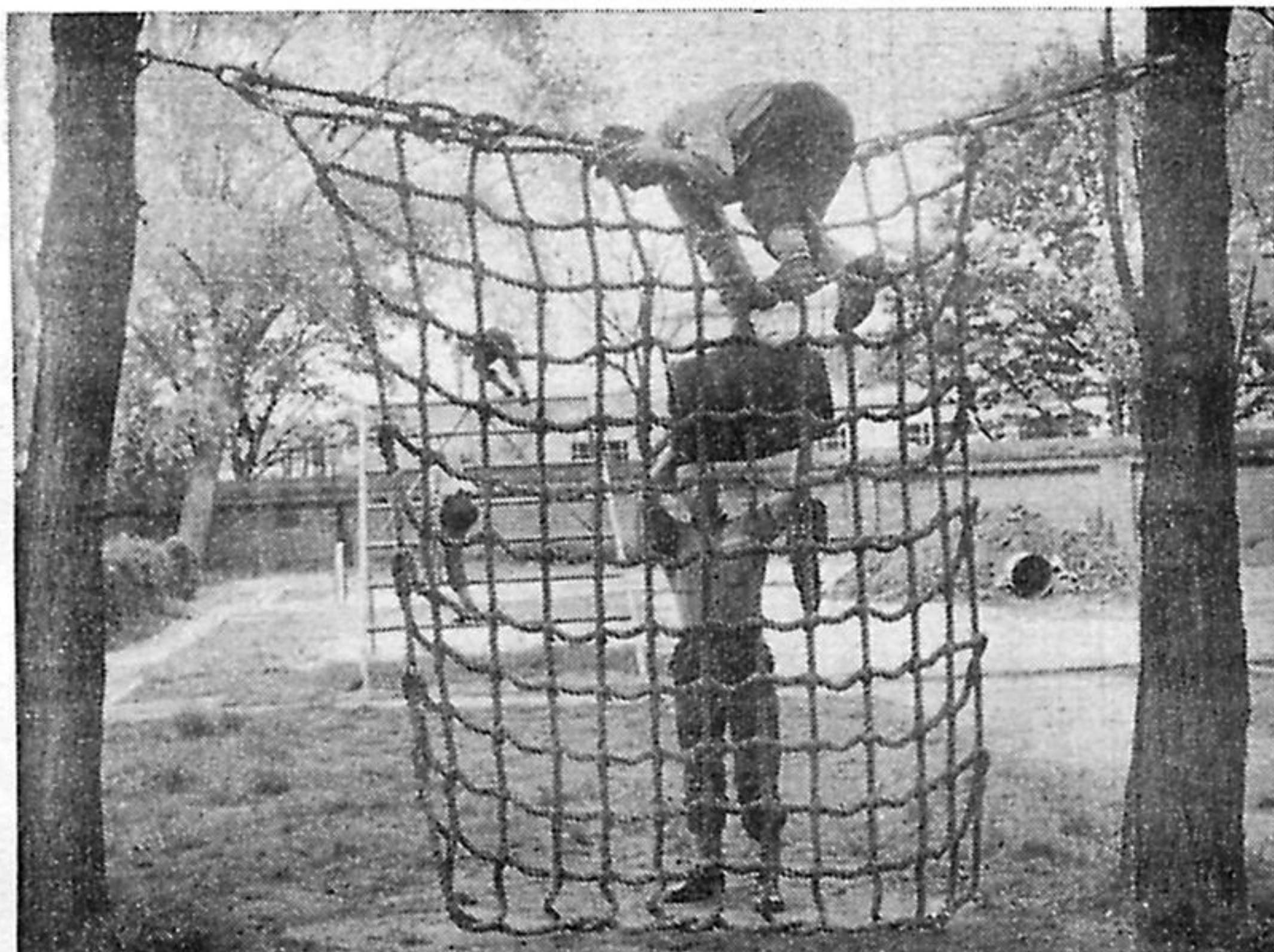
But the most impressive booking is undoubtedly that of the Love Affair, who were recently No. 1 in the charts!

Besides having the tops in pop, the leading jazz outfits in the country are featured every month—Monty Sunshine, Terry Lightfoot and Ken Colyer to name a few.

With such top-rate artists appearing, it is hardly surprising that there is tremendous local support, which has enabled the renovation of the ballroom and facilities to be unsurpassed in the area.

Over £2,000 is being spent on furniture alone, and it will hold up to 500 in superlative comfort when complete, which is expected to be early this year.

In the meantime, the club will continue to use what was previously the snack-bar for its regular sessions.



"Well there were a couple of trees, and a barrel, and a lot of rope . . . And the idea was to get the barrel over the top . . . Don't really know why—but the barrel we all met after the assault course was soon a lot lighter!"

Movements at Chatham

H.M.S. Hydra sailed from Chatham on March 6 for work up, followed three days later by H.M.S. Odin, on completion of a short refit.

On March 14 H.M.S. Jaguar arrived for leave and assisted maintenance. Another to berth on the same day was H.M.S. Ajax, for refit.

H.M.S. Warspite arrived on March 26 for docking, assisted maintenance and leave.

Both H.M.S. Juno and H.M.S. Chichester came in on March 29, the first for assisted maintenance, and the second for leave and assisted maintenance.

Cost of building first Polaris

Official figures now disclosed give the cost of building the Royal Navy's first Polaris submarine as £40,240,000.

It is the first time that the figure for building the boat, as distinct from the inclusive cost of boat and missiles, has been given.

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These posts will be of special interest to men with experience of one or more of the following: transmitters, receivers, aerials, closed-circuit television or digital systems.

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Applications to Mrs. B. Brigden, Personnel Officer, The Marconi Co. Ltd., Basildon, Essex (Basildon 22822).

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Applicants should apply in writing to:

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The Staff Manager, British United Shoe Machinery Company, Union Works, Belgrave Road, Leicester.

TECHNICAL SECRETARY

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Nuclear Projects Commissioning Department,
Cammell Laird & Co. (Shipbuilders & Engineers) Ltd., Birkenhead.

This is a senior staff position and a realistic salary will be paid to the right man and a help with removal expenses where necessary. He should have wide experience of office administration, controlling staff and be able to control an already established Nuclear Document Control Centre.

Write in the first instance to:

Admin. Manager
M.T.O., CAMMELL LAIRD & CO.
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Airwork Services Ltd.

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Apply in writing to the Chief Constable, Admiralty Constabulary, Ministry of Defence, Express State Building, London, S.W.6. Serving Naval personnel should apply through their Commanding Officer.



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However, if you are between 18 and 21, IBM can offer you the chance of a challenging career as a Junior Customer Engineer.

You need five G.C.E. 'O' levels, an aptitude for mechanics, a good understanding of electrics, and clear logical mind, and the ability to get on well with people.

Send details of training, experience and age to Mr P. J. Norledge, IBM United Kingdom Limited, 62 Hagley Road, Birmingham 16, quoting reference E/NN/320

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Applicants should apply in writing giving full personal details and outline of professional qualifications and service career to:

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THE SOUTHERN FRIENDSHIP AND MARRIAGE BUREAU invite you to write for details: 3/15 Eastern Villas Road, Southsea, Hants.

S.O.S. 45a Blossom Street, York. Specialists for Contacting Lonely Girls. Brochure.

THE MARRIAGE BUREAU — HEATHER JENNER. Interviews free. 124 New Bond Street, W.1. 01-629 9634. Edinburgh 031 667 5527. Bristol 659321. St. Annes on Sea 24005. Birmingham 021 643 8333.

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EX-E.R.A. required to assist in the care and maintenance of various plant, including refrigerators, calorifiers, boilers, etc., able to carry out repair work and help in periodical examinations. Progressive situation leading to an appointment to full staff, with pension fund, etc.—Apply Personnel Officer, British Insulated Callender's Cables Ltd., 38 Wood Lane, London, W.12.

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Taking a week's break from Portland, H.M.S. Undaunted visited the Portuguese port of Leixoes, berthing astern of the French submarine Diane and the depot ship Rhone in which Contrê-Amiral Storelli was flying his flag for the visit. The unaccustomed sun-



H.M.S. UNDAUNTED GOT A SUNSHINE GREETING

shine provided ample opportunity for a full sports and social programme, and popular coach trips visited the ancient cathedral at Vianna.

Other ratings went to the local port-wine lodge to sample local products, all of which were judged as being good.

One of the more notable achievements was that of the ship's soccer team, which played a semi-professional side and held them to a 2-2 draw during a torrential rain shower.

The out-of-practice hockey team improved on this by giving a convincing display against the local club side for a 3-1 win.

Exchanges took place between members of the ship's company and their French counterparts throughout the visit, and it was with regret that Undaunted had to leave the warmth of Portugal to return to the cooler climes of Portland.

DEA Parker (left) presents a plaque to the opposing captain before the start of the soccer match

In Memoriam

Geoffrey K. Maggott, AB p/066391, H.M.S. Triumph, December 23, 1967.
William McL. Holmes, OEA(O) i/c P/MX.801557, K. D. Malaya, January 11.
Alexander Stewart, POM(E), P/KX.892483, H.M.S. Calcedonia, February 12.
Cdr. Paul Alfred Turner, H.M.S. President, February 24.
Lieut.-Cdr. Albert Webber, H.M.S. Centurion, March 5.
Ronald Peters, Cpl. RM 14002, R. M. B. Eastney, March 17.
Act. Sub-Lieut. Chaucer R.A.G. Illse, H.M.S. Thunder, March 6.
Cdr. Thomas C. Cotton, H.M.S. Osprey, March 14.

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Stamp collectors made good use of H.M.S. Protector's visit to South Georgia, where the local postmaster set up a temporary post office in the wardroom. Completing their purchases (left) are the Coxswain and Chief Boatswain's Mate

APPOINTMENTS

Rear-Admiral P. M. Compston, who has held the appointment of Flag Officer Second-in-Command Western Fleet since last July, is to succeed Vice-Admiral Sir David Clutterbuck as Deputy Supreme Allied Commander, Atlantic, in August.

He will serve in the acting rank of vice-admiral.

Another Second-in-Command appointment which is to change hands is in the Far East, where Rear-Admiral E. B. Ashmore, the present Flag Officer Second-in-Command Far East Fleet, is to be succeeded by Rear-Admiral A. T. F. G. Griffin.

Rear-Admiral J. E. L. Martin is appointed to be Director General Naval Personal Services and Officer Appointments, in succession to Rear-Admiral G. C. Crowley, the appointment to take effect in September.

Capt. J. R. McKaig is to be Assistant Chief of Naval Staff (Warfare) in May, in the acting rank of Rear-Admiral. He is to be promoted to Rear-Admiral on July 7.

Other promotions and appointments recently announced include the following:

Capt. I. S. McIntosh is to succeed Rear-Admiral A. M. Lewis as Director General Weapons (Naval) in May. He will serve in the acting rank of rear-admiral, being promoted to that rank on July 7, 1968.

Capt. A. M. Power is to be promoted to rear-admiral to date July 7. He is to become Assistant Controller (Polaris) in August 1968. He relieves



Rear-Admiral P. M. Compston

Vice-Admiral Sir Hugh Mackenzie, Chief Polaris Executive

Capt. R. D. MacDonald, Galatea in command, July 12.

Capt. D. Hepworth, Ajax in command, June 1.

Cdr. F. Heford, Naval Test Squadron, Boscombe Down, in command, June 21.

Cdr. N. T. Bennett, Dardalus for Inter-Services Hovercraft Trials Unit in command, July 26.

Lieut.-Cdr. R. Dathan, Fox, May 24, and in command on commissioning, d.t.b.r.

Lieut.-Cdr. T. M. B. Seymour, Nulton in command and as Senior Officer 1st M.C.M. Squadron March 12. Acting rank of commander for period March 11 to June 29.

Lieut.-Cdr. R. S. Stevenson, Rapid in command, March 12.

Lieut.-Cdr. E. G. Verge, Mersey in command, June 18.

Lieut. B. J. Stevens, Brave Swordsman in command, March 12.

Lieut.-Cdr. D. J. Dunbar-Dempsey, Heron for 766 Squadron in command, May 17.

Lieut.-Cdr. J. D. Lock, Kennel in command, August 3.

Lieut.-Cdr. C. H. Layman, Hubberton, August 5 and in command d.t.b.r.

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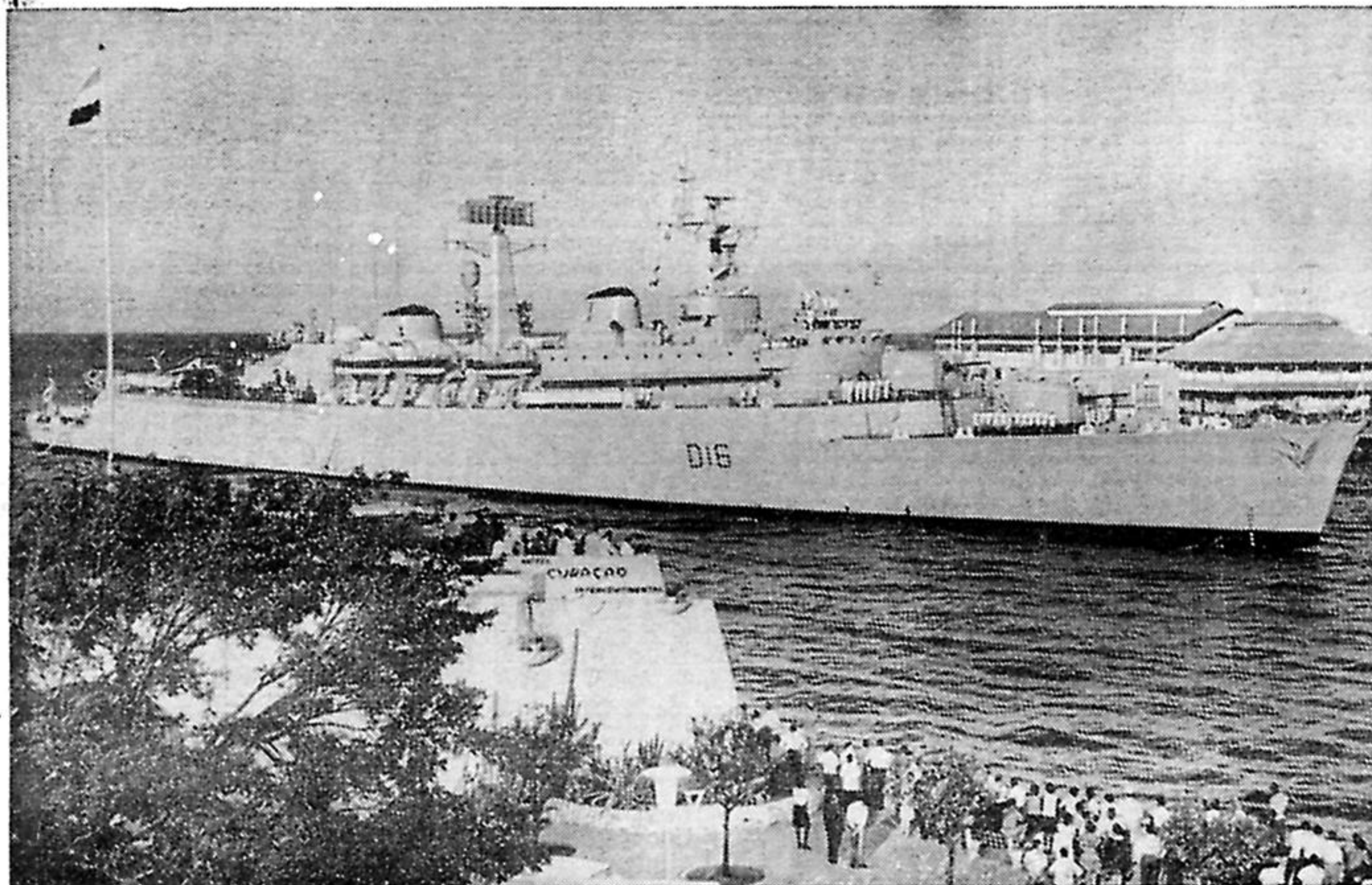
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H.M.S. LONDON RETURNS

In just over five months, H.M.S. London, the guided-missile destroyer, steamed 33,000 miles, and was at sea 48 days without a break when part of the naval task force off Aden covered the British withdrawal.

The ship was ready for instant action through all these days, part of the operations team being "closed up" all the time.

Her then Commanding Officer, Capt. D. N. Forbes (he was relieved by Capt. D. Jermain at Mombasa on January 1 this year) said: "It was the longest period of non-stop operations at sea I had known in 34 years of naval service."

Capt. Forbes greeted the ship when she arrived at Portsmouth on March 12.

After the Aden withdrawal, H.M.S. London, with the Flag Officer Flotillas Western Fleet, Rear-Admiral P. M. Compston embarked, sailed for a series of visits and exercises in the Caribbean.

Although the distance London steamed over the five months is more than enough to sail round the world, what is more important is that she carried out many of the roles of the Royal Navy.

As the missile ship of a naval operational force she was ready to defend the force, or on call to answer any emergency.

The next role was as the flagship of a naval force exercising with ships of other nations during the Caribbean visit.

Lastly the visit of H.M.S. London and her ship's company provided members of many nations with their first impressions of the modern Royal Navy ship, her equipment and her men.

Eagle's two Popes and four 'Tykes'

When H.M.S. Eagle was at sea recently, the commanding officer, Capt. J. E. Pope, had a special visitor. His brother, Rear-Admiral M. D. Kyrle-Pope, Chief of Staff to the Commander-in-Chief, Far East, literally "dropped-in" to see him.

Their father, Cdr. R. K. C. Pope, a Deputy Lieutenant of Herefordshire, visited the two brothers earlier this year when he flew out to Singapore.

Four Yorkshire commanders in one ship—even one as large as H.M.S. Eagle—must be something of a record.

The four "tykes" are Surg. Cdr. Guy Pleasant, Senior Dental Surgeon on board the carrier; Cdr. Colin Awmack, Marine Engineer Officer; Inst. Cdr. Dennis Roe, Senior Instructor Officer in charge of education and meteorology; and Cdr. Patrick Fortescue, in charge of the Weapons and

Electrical Engineering department.

'VIC' REGRETS

As a souvenir edition nearly a thousand copies of the March issue of "Navy News" were bought by H.M.S. Victorious. The paper contained the "Death of a Ship" feature.

In settling his accounts, the Hon. Treasurer of the Welfare Committee wrote: "It is very much regretted that no further copies will ever be required in this ship."

HOW GREEN WAS THEIR DALLY...

A lighthouse, a Maltese keeper and his five Arab assistants, three donkeys, six goats, four sheep, numerous cats and a few snakes—these are the only inhabitants of the bleak circular mound of lava and volcanic ash which is the island of Jabal At Tair in the Red sea.

There is little or no vegetation, with the exception of one square yard of grass, which owes its existence to the somewhat rudimentary sanitary arrangements!

The modern electric light which had recently replaced the old kerosene and clockwork instrument, had been giving trouble and H.M.S. Barrosa, on her way to Massawa, was ordered to investigate the trouble, which was found to be in the lens driving motor.

But before getting to the light, the landing party under the first

lieutenant, had to climb a steep donkey track consisting of volcanic slag—a climb which left the party exhausted.

The driving motor was taken back to the ship where the armature was rewound. Minor repairs were also made on the radio receiver.

Barrosa was anchored off the island 36 hours, just before Christmas (which was spent at Massawa) so supplies of food and Christmas cheer were gratefully accepted by the keeper and his assistants.

The waters around the island teem with large fish. Two-pound catches were simply thrown back or used as bait. There were ten-pound snappers looking just like giant goldfish.

As a result of an absolute orgy of fishing kingfish, barra-

cuda and king mackerel graced the ship's menu.

Sharks are in evidence most of the time, and this fact made swimming a less than attractive pastime.

Another interlude for Barrosa was a couple of afternoon's sport at Risut beach, near Salala.

The beach consists of large flat stretches which were used to the full for cricket, volley ball, soccer, and deck hockey.

The activities were watched by armed Askaris from the Sultan's bodyguard. The most conspicuous features of their picturesque uniforms were the bandoliers of .303 ammunition, antiquated rifles, and highly ornamental kukris.

AT SINGAPORE

After a nine-day trip from "somewhere off Aden," Barrosa arrived at Singapore on January 12, starting a month-long maintenance period.

Several wives flew out to join

SOBERTON VISITORS

When the fishery protection vessel, H.M.S. Coberton, visited Portsmouth last month, the ship's company attended Sober-ton church, being entertained to lunch afterwards by village residents.

Previously the village children had been taken to sea for a short trip, there had been a cocktail party on board, and a dance in the village hall.



"Oops! sorry—didn't realise you were in there!"

Settled over sherry

The fourth incident involving Spanish warships inside British territorial waters off Gibraltar was settled, appropriately, over a glass of sherry—the "wine of the country."

The Spanish Navy helicopter carrier Dedalo, formerly a United States aircraft carrier and transferred to Spain in 1967, dropped anchor inside British waters.

Capt. J. D. Honywill, commanding officer of the Leander class frigate H.M.S. Danae, boarded the Spanish ship, to find that the captain was an old shipmate.

Over a glass of sherry they had a "cordial chat," and a few hours later the Dedalo moved out of British waters.

their husbands. Station leave was granted, and a number of the ship's company saw something of Malaya and enjoyed the coolness of Fraser's Hill.

The ship's 1st XI won the Small Ships soccer cup after a series of exciting matches which left them undefeated.

COLD HONG KONG

After the maintenance period the ship sailed for Hong Kong, and was there on March 6. The weather in the colony was more appropriate to Plymouth in February, but this did not deter the hordes of libertymen who went ashore each night.



Capt. J. E. Pope and his brother



Four of a kind—Commanders Awmack, Pleasant, Roe, and Fortescue

SELECTED FOR PROMOTION

Lieut.-Cdr. C. W. (Dick) Whittington, who relinquishes command of H.M.S. Victory ship shortly, is one of six S.D. officers who have been provisionally selected for promotion to Commander (S.D.) to date October 1.

The others are Lieut.-Cdrs. T. E. J. St. Vaughan, P. H. Robinson, K. N. Robertson, G. C. Hamilton, and J. L. Pickford.

SPRINGING 'LEEKs'

There were plenty of "leeks" in H.M.S. Glamorgan when she went into dock on February 29.

The leeks had been made by the children at the South Wales Physically Handicapped Children's Home, and were the children's way of saying thank you to the ship's company, who sent £75 worth of toys to the home at Christmas.

Best Navy side for years in 'thriller' against Army

The Navy made a good start in the inter-Service championship by beating the R.A.F. 17-15 in a typical inter-Service game where the attacking potential of both sides was cancelled out by determined defence.

Although the game appeared to be a kicking match between Kevin Lavelle for the Navy and Peter Larter for the R.A.F., it was full of excitement as the lead

RUGBY NOTES BY NIMROD

changed hands time after time, and it was a good thing that David Hambrook's try, the only one of the game, was the deciding factor.

There is an obvious warning here: players must concentrate on not giving away penalty kicks. The two most frequent faults are: not releasing the ball quickly after a tackle, and getting offside in lineouts and scrums. If the opponents have a good goal-kicker, disaster will result.

It was interesting to listen to

SQUASH CUP TO PORTSMOUTH

Portsmouth Command retained their Inter-Command squash championship at Manadon without the loss of a match, beating Plymouth, Air Command and Royal Marines five games to nil.

The highlight of the championship was a repeat of the R.N. Individual championship, but this time Lieut. E. D. Fox, of H.M.S. Collingwood, reversed the close decision over Surg. Lieut. (D) A. J. Rugg-Gunn, by a decisive 9-7, 9-5, 9-1 win.

The championships were concluded by a close match between Capt. D. Hopt, R.M., and Sub-Lieut. D. J. M. Mowlam, of H.M.S. Cleopatra, the number one of Plymouth Command, the younger player (Mowlam), lasting a hot pace better, to win 3-2.



AA i/c Tim Holt of H.M.S. Daedalus, the tight head prop for the Royal Navy, Hampshire, Air Command and United Services (Portsmouth)

comments on the game in the committee room afterwards. One senior, experienced official was quite sure that if goal kickers became too accurate, the laws would have to be altered to reduce the number of points scored from penalty goals either by awarding only two points or by having an "indirect penalty kick" or some such measure. We shall see.

POINTS GIVEN AWAY

At Newport with a weakened back division, the Navy went down 13-0 in a good game under flood-lights. The play was fairly even, but two elementary defensive lapses gave Newport 10 points.

David Hambrook crossed the Newport line but lost the ball after a very good attacking move by the backs.

Unfortunately, George Bardwell had to leave the field concussed after a typical hard dash for the line which nearly led to a try.

The Navy-Army game on March 23 was the best inter-

service game for many years, the Army winning a thrilling match 9-6.

In spite of a strong, blustery wind which upset handling in the first half, the Navy showed their skill outside the scrum in the second half.

Time and again Trevor Gatehouse hooked the ball against the head and the Navy backs were running through with Kevin Lavelle in support. Peter Scott got clean away, but was tackled just short of the line.

The only try came from Gareth Jones after John Davies had made a splendid break. Kevin Lavelle kicked a good penalty goal in the first half.

The general opinion of the old sweats after the game was that this was one of the best Navy sides seen for many years.

Honest endeavour-but no cup

As was feared, the Royal Navy were not quite good enough to recover the Inter-Service soccer trophy this season.

The cup was won in 1964 and 1966 and, to keep up the sequence, it was necessary to win this year—but circumstances, and other good teams—made this impossible.

This season the Navy lost to the Army, 3-2, and drew with the R.A.F., 1-1, and are, therefore, out of the running. These results are truly reflective of the closeness of this competition, and each year, each Service is really in with a chance.

Football at this level is of quite a high standard, and compares favourably with that of the leading soccer counties.

NO DIRT

The games are played with lots of honest endeavour, and quite cleanly: an abundance of hard play, but no dirt, or the usual pettiness of the professional game.

At Aldershot the Army were,



Many of the Royal Navy's top skiers, including the reigning Navy champion, AB Harry King, took part in the Inter-Command Ski Championships in Glencoe on March 6 and 7.

Winners were Air Command, with the Royal Marines second and Plymouth Command third.

Portsmouth Command took part in the giant slalom only.

Left to right in the picture: Lieut. M. S. Pringle (Culdrose), CPO F. Powell (Arbroath), Lieut.-Cdr. A. S. Tuck (Lossiemouth), Surg. Lieut.-Cdr. (D) M. D. Hocken (Captain, now in H.M.S. Drake), Lieut. J. Dalrymple-Smith (Lossiemouth), AA2 R. Collinson (Lossiemouth). Kneeling: 3/O M. Cutts (H.M.S. Arbroath).

SOCCER NOTES BY BENBOW

in the main, allowed to win by virtue of two very easily taken goals, both from free kicks which should never have resulted in goals.

I hate to quote "luck," for bad play is often put down to bad luck, but on the occasion of the match against the R.A.F., the Navy had the majority of the play and there were plenty of shots at goal.

These shots often struck defenders, the goalkeeper and on occasions, Navy players. A little good luck could have helped to register at least five goals.

HARD WORK

In both the Army and the R.A.F. game, the Navy, generally, played well and most industrially. Plenty of hard work was put in which should have earned a reward.

I imagine that the Navy team skipper must be satisfied with itself. On this showing REA Derek Godwin was probably the most outstanding Navy player in both matches.

No one of the squad would have been bettered by the inclusion of any other player.

The "regulars" and previous Navy caps, EA Rogers, PO Crawford, PO Atkey, App. Malcolmson, and Mne. Anderson, all played extremely well.

Of the "new boys" Lieut. Roberts, AB Currie, Mne. Holly, IS Lowndes and LEM Pughley—all were improved players throughout the season. Pugh-

TO R.A.F.

minutes from the end Aldrich scored the fifth and final goal.

ROYAL AIR FORCE.—SAC J. C. Shaw (Northolt), Sgt. F. E. Aldrich (Stanbridge), Chief Tech. I. G. Hilton (Bicester), Sgt. D. M. Casey (Uxbridge), F/O R. McV. Browne (Brize Norton), SAC S. M. Ahmad (Waddington), Sgt. M. G. Nicholson (Leuchars), Sgt. P. N. Webber (Oakington), F/O F. R. Quinn (Swanton Morley), Capt. J. D. Turner (Waddington), J. Tech. M. G. Austen (Cosford).

ROYAL NAVY.—Sub-Lieut. C. C. Weedon (R.N.E.C. Manadon), Lieut. G. G. Fielding (H.M.S. Portsmouth), Lieut. W. F. Ellison (D.G.S., M.O.D., Bath), Lieut. A. Keeling (Royal Marines B.R.N.C., Dartmouth), Sub-Lieut. W. Binks (H.M.S. St. Vincent), Lieut. S. Petter (H.M.S. Collingwood), Lieut. D. P. Wilson (H.M.S. St. Vincent), Capt. S. H. B. Cook (Royal Marines, R.M.R. Merseyside) (capt.), Sub-Lieut. A. M. Trentham (H.M.S. Chichester), Lieut.-Cdr. P. Rowe (H.M.S. Hampshire).

UMPIRES.—Lieut.-Colonel S. G. Green, WO1 D. I. R. Keep (Army).

CADET CUP WON IN EXTRA TIME

The H.M.S. Collingwood Volunteer Boy Cadet Corps has been going great guns these past few months. Their latest achievement was the winning of the Inter-Cadet Corps knock-out soccer trophy on March 16.

In a very close game they held the H.M.S. Vernon cadets to a 1-1 draw at full time, but managed to get the winning goal in extra time.

The Collingwood cadets have won the Inter-Cadets swimming, boxing and tile hooting trophies, were runners-up in the junior cross-country, are league leaders in the cadets' soccer, and are looking forward to the Brickwoods Field Gun competition, held at Whale Island, in June. They have held this trophy for the past few years.

R.N. the Services boxing leaders

Once again the Royal Navy are the Combined Services Boxing Association champions, the trophy having been presented at the end of the contests at R.A.F. Cosford, on March 22.

The team matches having been boxed, the individual championships took place, the winners going forward to box in the quarter finals of the Amateur Boxing Association championships against Wales, to be held at Porthcawl on April 4.

In the individual finals the first Navy representative to appear was Mne N. A. Daniels, of 41 Cdo, R.M., who lost to Cpl Gunn of the R.A.F.

The next Navy man to appear was Cpl. D. A. Burton, of 45 Cdo, R.M. The night before, Burton had the crowd on its feet when he outpointed Cfn Hayles, of the Army.

In the final he did the same thing, outpointing and out-punching the R.A.F. representative, SAC Bourke.

HIS OLD RIVAL

The light-welterweight contest saw last year's winner, Mne. Ron Adam, boxing his old rival Cpl Booth of the Army. Booth, who is an England representative, lost to Adam on two occasions last year, but this year, Booth won on points—a majority verdict.

I thought Adam had done enough to win, but the judges did not agree.

The welterweight contest was between L./Cpl. Cutts of the Army and Mne. C. A. O'Bray. Cutts took a unanimous verdict, but O'Bray was in hospital after Christmas with a cracked pelvis, and was nowhere near his old form.

The middleweight contest saw my

MAX OPENED UP

The light-heavyweight saw England representative Mne. Max Smith with SAC Scott of the R.A.F. Scott held, muffed, and landed on Smith for two rounds but class had to tell.

Max opened up in the third session, and the referee saved Scott with about two minutes to go.

In the heavyweight final, Cpl. McGinty (Army) met RO G. A. Harris, of R.N. W/I Station, Whitehall.

McGinty had knocked out Harris in the Army match in February last, and his trainer was certain that McGinty would not only do it again, but would go on to win the Amateur Boxing Association title.

How wrong can you get? Harris started a little shakily but once he settled down to box, McGinty was well beaten. It was a hard contest but Harris gained a unanimous verdict.

MARINE SUCCESSES

The Royal Navy team and individual open boxing championships were held in the Royal Naval Barracks, Portsmouth, on March 6 and 7.

Score: Royal Marines, 25 points; Portsmouth, 14; Plymouth and Naval Air Command 10 each.

The Marines won the featherweight, light-welterweight welterweight, middleweight, light-heavyweight and heavyweight titles (the last a walk-over).



VICTORY FOR MARINES

A resounding 4-1 victory over Portsmouth Command, at the Victory Stadium on March 6, gave the Royal Marines the Inter-Command soccer championship.

In a biting wind the Royals were always the masters, their "on-the-ground" play enabling accurate passing, thus defeating the antics of the near-gale.

Holly, Wassell, Barlow, and Anderson (penalty) scored for the Royal Marines. Portsmouth's goal was an own goal by Hunt.

In the picture, PO Atkey (Collingwood) is shaking hands with Mne. Hunt (41 Cdo.).

HOCKEY HONOURS

"We were well and truly whipped," said a member of the Navy's team after the match with the Royal Air Force at Hillingdon, on March 25.

The score, R.A.F. 5, Royal Navy 2, was a fair reflection of the game. The pace and accuracy of the R.A.F. forwards confused the Navy defence time after time.

Two of the R.A.F.'s goals came from bad defensive errors.

Yet the Navy did have their chances. At least three times in the second half Cook was put through with only the goalkeeper to beat, but good timing by Shaw prevented goals.

The game was only about five minutes old when Quinn put the R.A.F. in front, but shortly

afterwards Petter equalised. This was the last time the teams were on level terms.

Shortly afterwards a ball which was thought to be going out of play over the goal line, was cleverly intercepted by Webber, who lost no time in putting his side in front again.

Continuing to play delightful hockey, the R.A.F. went further ahead when Nicholson, with a reverse stick flick, scored his side's third goal.

Another good goal was by Turner, built up by Webber and Quinn.

With four in the bag the R.A.F. seemed to relax a little and, the Navy playing with more purpose, were rewarded when Trentham scored from a penalty.

The Navy's counter-attack seemed to peter out and eight

'The farther I go the better I do'

What it is that keeps a man pounding the roads at an age when, in most sports, people tend to be lookers-on.

According to ERA Roy Graham Clark, it is just the love of running. The joy of pitting one's own body and will to the limit of endurance—and just that little bit beyond.

Thirty-nine this month, ERA Clark, now serving as a Periscope ERA in H.M.S. Dolphin, having been in the Submarine Service since 1952, joined the Royal Navy at 15 and has been running ever since.

SATISFACTION

The facetious may ask: "What is he running from? Submarines? The Service? Or what?" Roy, whose wife and four children live at Rainham in Kent, says he is not running "from" anything, he is running "to"—satisfaction.

He was awarded Command cross-country colours in 1946—two years after joining the Service—and obtained his athletics colours in 1948.

Running at Command level until the late 1950's he then decided to move up to longer distances. Before doing so, however, he had run "up the Peak" at Hong Kong (1949), and toured Japan with the British Commonwealth Forces Athletic team in 1950.

SPORTSMAN OF THE MONTH



ERA R. Clark

ERA Clark commenced his long-distance running by taking part in the Chichester-to-Portsmouth "16," and has run in this annual event many times since. In the 1967 race, the Royal Navy championship was held in conjunction with this event, and he finished third.

SUPREME TEST

In 1962 he started marathon running—the lone sportsman's supreme test—by taking part in the tough Isle of Wight race.

Running regularly in the major marathons each year, ERA Clark last year ran in the international race at Enschede, when the Royal Navy team unofficially finished third.

He has found that the longer distances suit him, and he has completed the London-to-Brighton run (53 miles) three times, and the Liverpool - to - Blackpool (48), Exeter-to-Plymouth (44), and Edinburgh-to-Glasgow (44) races on two occasions.

In 1965 ERA Clark was given the unique distinction of being awarded his Royal Navy colours solely for long-distance running.

AMBITIONS

His ambition is to run in the proposed 100-mile and 24-hour race to be held next year.

"My theory is," he says, "that the further I go, the better I seem to do."

To achieve this he now has a training schedule of 100 miles a week, but this distance will be increased when the details of the race are known.

Navy side wrest hockey cup

SPORTING ROUND-UP

The Royal Navy are the Inter-Service Hockey champions in Singapore, after at least 11 years of domination by the Army and Royal Air Force.

Surg. Lieut. Little (H.M.S. Albion) received the trophy from Mrs. Barker, wife of the President of Singapore Hockey Association, on completion of the Singapore six-a-side festival, held this year in H.M.S. Terror.

Others members of the Navy side were CPO Lawrie (Simbang), EA Hayman (Albion), Major Walter, R.M. (Terror, the Captain), CPO Cook (Simbang), IS Buckle (Terror), LPM McAuley (Terror), Lieut. Burkitt (Troubridge), PO James (NASU Changi), LNA Garner (Dido), CPO Young (NASU Changi).

Polo thriller

A Royal Navy team from Portsmouth beat the Services 5-4 at water polo, at Aldershot on March 11.

At the end of the first quarter the Services led 2-1, with excellent goals by "Cassius" Clay and Jim Speight. "Tug" Wilson scored for the Navy, and by half-time Barry Shepherd had added another.

Shepherd scored again in the third quarter and Clay equalised.

The last quarter was a rough exciting one. Johnston scored for the Services, but Shepherd came up with his third to equalise. "Paddy the Fish," PO J. F. Hayes, got the winning goal for the Navy.

YEOVIL MATCH

The Navy team lost to Yeovil Town by five goals to four.

Joint road race

Portsmouth Athletic Club has agreed that the Royal Navy Long Distance Road Race shall be run concurrently with its Chichester - to - Portsmouth race which, this year, is being held on May 11.

Lieut.-Cdr. R. H. Pape, the Regulating Staff Officer, R.N. Barracks, Portsmouth, will give details regarding entry fees for teams or individuals.

The first Royal Navy competitor to finish will receive a medal. If the number of competitors justify, medals will also be awarded to the second and third R.N. runners to finish.



Presentation of the Singapore Inter-Services hockey trophy

Junior boxing

The Royal Air Force, having withdrawn from the Inter-Service Junior Boxing Competition, there was a straightforward match between the Royal Navy and the Army in H.M.S. Ganges on March 16.

Both the Navy and the Army obtained 21 points, but the winners were decided on the result of the last match—a 10 st. 7 lb. "B" class match, won by J/Mne T. M. Gunning, of Depot, R.M.

Wrens beaten

The writing was on the wall on the second day of the Services' Women's Hockey at Eastney—March 6, 7 and 8.

On the first day the W.R.N.S. beat the W.R.A.C. by two goals to one, but next day the W.R.A.F. beat the W.R.A.C. by four goals to nil.

The writing was confirmed on March 8 when the Wrens were beaten 2-0 by the W.R.A.F., the W.R.A.F. thus retaining the Inter-Service Hockey Cup.

Hockey trophy

The Portsmouth Command Six-a-side Hockey Challenge Cup was won by H.M.S. Collingwood when, in the final, they beat H.M.S. Daedalus three goals to nil at Eastney Barracks on March 13.

The Commander-in-Chief, Portsmouth (Admiral Sir John Frewen) presented the trophy.

The ships—Glamorgan, Ashanti, Victorious and Blake—more than held their own, Blake being only one point behind Collingwood in their particular pool.

In a friendly match between Plymouth Command and Portsmouth Command at Yelverton on March 6, the Portsmouth Command golfers won by 10 matches to five.

COLLINGWOOD RETAINS THE U.S. CUP

H.M.S. Collingwood retained the United Services Soccer Challenge Cup by beating H.M.S. Dolphin 3-0 at the Victory Stadium, Portsmouth.

The Fareham establishment also won the Navy Cup just before Christmas.

Although the better side won on March 13, Dolphin can claim, with a certain amount of justification, that the fates were against them.

The game was only a minute or so old when a shot by Collingwood's West, which seemed to be going over the bar, was caught by the wind and swung into the goal mouth.

Three minutes after the restart, Collingwood went further ahead when Bragg scored an own goal.

How many games have been lost by a team which does not play to the whistle? Collingwood's third goal, again by West, was scored while the Dolphin defence was waiting for an offside whistle which never came.

New yacht named

The second of a new generation of yachts for the Naval Air Command Sailing Association was named by Mrs. D. C. E. F. Gibson, wife of Vice-Admiral D. C. E. F. Gibson, at the Hornet Naval Yacht Centre, Haslar, on March 22.

The new yacht, a Twister Class Mark IIA, the latest mark of a well-known and successful

racer/cruiser (sloop rig), was appropriately named "Swordfish of Lee."

It is intended for racing and cruising on charter to members of the N.A.C.S.A.

Seeking ten-pinner

The 1968 Inter-Services Ten Pin Bowling championships were held in Crawley (Sussex), on January 27, the Royal Navy and Royal Marines five-man team being beaten into third place.

Many more keen bowlers are required if the R.N. and R.M.

team is to stand a chance.

To help find these players, an inter-ship postal league has been started. Those interested should contact Sub-Lieut. R. C. Flay, H.M.S. Daedalus or Lieut. D. V. Steadman, H.M.S. Ganges.

Fencing success

It was a One-Two-Three for EA B. Harry, of H.M.S. Daedalus, in the Naval Air Command's fencing championship at Lee-on-Solent on March 21 and 22.

He took first place in the epee, second in the sabre, and third in the foil.

EA Harry will take part in the Royal Navy championships to be held in May.



The Navy's cross-country team

Cross-country tester

The Royal Navy had to be content with third place in the Inter-Service cross-country championships, held at the R.A.F. College, Cranwell, on March 8.

Winners in the team competition were the Army with 45 points, followed by the R.A.F. (55), and Royal Navy (77).

Individual winner was O/Cdt. R. Clark (R.A.F.) in 31 min. 17.2 sec. Cpl. W. T. Venus (Army) was second in 31 min. 31.2 sec., with L./Std. R. Meadows, of H.M.S. Victory third, only 12 seconds behind the second man.

POREI D. McFadzean was placed 5th in 32 min. 4.6 sec. Other Royal Navy placings were CREI J. Clare, 13th, LAM T. Baker (15th), PO E. Gray (20th), EM P. Howard (21st), and Lieut. R. Parker (22nd).

Meadows and McFadzean were selected to represent the Combined Services in the annual fixture against the English Cross-Country Union and the British Universities Sports Federation.

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